VOL. CCXIV, No. 2796

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Volume CCXIV No. 2796

The SPHERE, London, September 12, 1953

The SPHERE

with which is incorporated THE GRAPHIC

AGROUND ON THE MONKSTONE ROCK—TUGS ATTEMPTING TO TOW TO SAFETY THE BRITISH MOTOR-VESSEL "RAEBURN" AFTER SHE HAD GONE AGROUND IN THE BRISTOL CHANNEL AT THE ENTRANCE TO CARDIFF DOCKS: The *Raeburn*, a ship of 8,311 tons, was reputed to be fast amidships and taking in some water. As attempts were made to refloat her she lay in full view of the holiday crowds on Penarth Promenade, the seaside resort near Cardiff. On Monday morning it was reported that the *Raeburn* was free of the Monkstone Rock, although badly damaged.

The motor-ship *Raeburn*, owned by Lamport and Holt, of Liverpool, went aground on the Monkstone Rock, in the Bristol Channel, on Thursday of last week, and she was not released from her perilous situation until four days later. Powerful tugs came out from Cardiff docks, and at each high tide during the week-end they made efforts to release the *Raeburn*, their efforts finally meeting with success last Monday morning. The *Raeburn* had on board 5,000 tons of coal and other cargo. It seemed at one time that she would have to discharge a large part of this cargo if she was to be refloated, as the first efforts of the tugs showed her to be held fast. Throughout last Saturday and Sunday large crowds on Penarth Promenade watched the struggle to free the ship.

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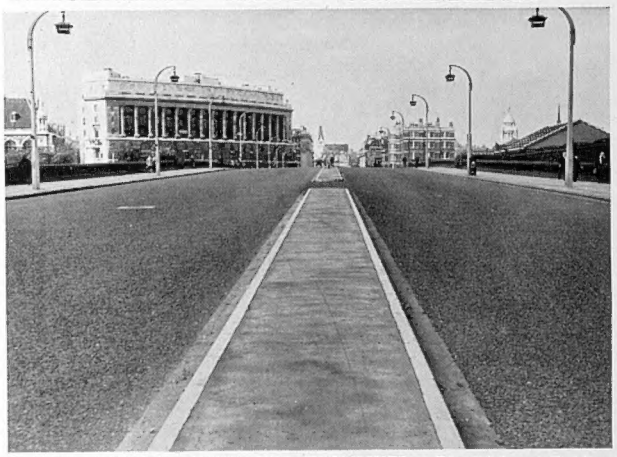
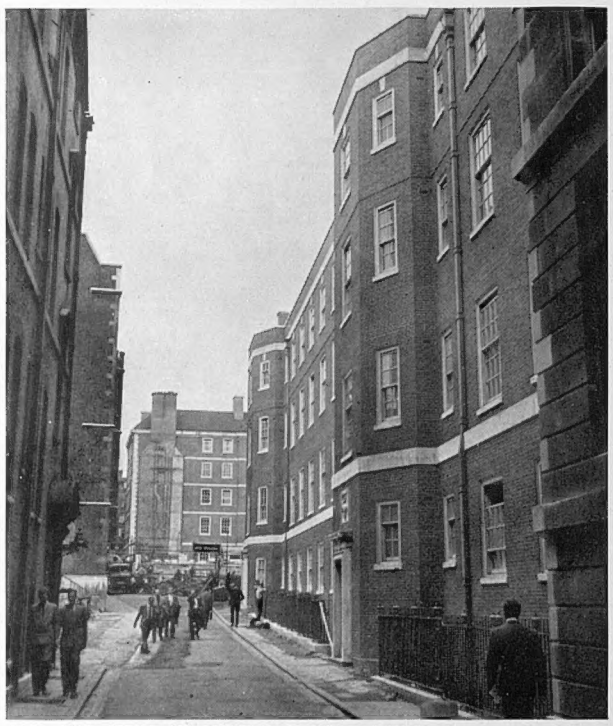


A NEW SURFACE AFTER THE TRAMLINES: Blackfriars Bridge has undergone alteration again, as a result of the disappearance of trams. The tramlines were ripped up, and the opportunity was taken to resurface the roadway. At the same time, an intersection has been placed down the centre of the bridge, making the journey into the City from South London safer as well as more attractive.

NEW BUILDINGS FOR THE TEMPLE

A DIGNIFIED RESULT OF RECENT CONSTRUCTION: One of the new buildings in the Middle and Inner Temples, where the work of reconstruction and building anew after wartime bombing is bearing fruit. Last year the Queen laid the foundation-stone of the Inner Temple Hall.



OLD AND NEW IN MIDDLE TEMPLE LANE: A new building, containing chambers for counsel and residential accommodation, which faces an older part of the Middle Temple.

RATES OF SUBSCRIPTION TO "THE SPHERE."

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

195-198, STRAND, W.C.2.

U.N. and E.D.C.—Men now old were middle-aged when the League of Nations wilted and died, and they probably remember clearly what came of that. The League claimed some successes, just as the U.N. claims them to-day, cultural and health benefits for humanity and some steerings from visible shoals of an even deadlier kind. The first aim of the League and of the U.N., and of all earlier efforts to unite the world against aggression and to end war, has always been co-operation in defence by all available nations of goodwill, so that their combined display of force, instantly available, would deter any aggressor nation from the risks which Germany twice took—with every prospect of success, in view of the apathy and disunity of the rest of Europe and the aloofness of America. The U.N. went much farther towards the ideal than ever the League did. Sanctions imposed without the ultimate sanction of military force are about as useful as waving a red handkerchief at an angry bull. And so they proved against Italy. The U.N. was not ready to prevent aggression in Korea, but it used pitchforks supplied by America and distributed among the faithful, and it did at last succeed in halting the Korean bull. But Mr. Dulles says the U.N. was born without claws because it was created before the atom bomb showed its powers, and, anyway, because the power of the veto could clip any claws it might have grown. And now we are advised that E.D.C., its only hope of a claw for Western Europe, is dead and can be buried. European unity is a mirage. There is no common impulse for the defence of Europe. France is afraid of a rearmed Germany and needs her own talon for her Colonial Empire. Italy is politically too unstable and too weak to be counted on, and even the vigorous little nations in the north are slow to cash their promises or provide their quotas. As for Germany, it is either the question of reuniting Germany or playing East Germany off against West that preoccupies her Governments in the problems of E.D.C.

Try, Try Again.—What should Britain do? Go on trying to make E.D.C. work, continue to believe that the U.N. can overcome its many difficulties and still do good work for peace? Or wash her hands of Europe and bank on closer co-operation between the Commonwealth and the U.S., which combined can bring more than half the vital resources of the world to the cause of world order and peace? Either way Britain will be blamed. There are as many pundits in England who regard our close alliance with France as even more important than with America (and easier to maintain), and consider that our Commonwealth responsibilities are consistent with partnership in Europe in every field. And either way this island would remain highly vulnerable. We need not expect early decisions of breath-taking importance. A U.N. charter based on the experience of the atom bomb is not on the agenda of to-day's international conferences, and I expect that we and America and Europe, including Russia, will go on trying and quarrelling and trying again with the weapons we have, remembering that the U.N. was intended to be a League of all Nations and not a sectional defence pact. There is no other way to the ultimate elimination of war.

British Railways.—The authority which speaks for British Railways has only itself to blame if the nation and the Press "draw general conclusions" from an accident on the railway while that accident is still a subject of enquiry. For that is exactly what British Railways unwisely did in reference to the Manchester disaster. Nothing (they said) could be more carefully and meticulously observed throughout the country than the efficient signalling arrangements on British Railways. The evidence of the Coroner's Court set it on record that irregularities on the system involved had long escaped the notice of inspectors, and that clearly that terrible accident was not an isolated lapse by a single employee. It is that finding by the Coroner which the sitting Court of Enquiry was examining when the B.R. authority issued those brave words. No doubt it is its job to allay public anxiety at a moment when a crop of railway accidents in the holiday season has shocked the public's faith in the world's safest form of transportation. That claim is not set aside by three or four accidents in quick succession. But the safest system needs eternal vigilance if it is to remain safe, and this was no time for the nationalised railways, which are by no means above criticism, to boast that their arrangements, their inspection, their discipline and efficiency, have reached and retain the highest point of perfection.

Persia Needs Our Money.—The Shah has made it clear that his treasury is empty. He is open to receive voluntary contributions from other nations, and I make no doubt he will receive them. Perhaps we shall send back some oil experts to work *their* Abadan refineries in competition with our own new refineries. The U.S. are very sure that money is necessary to hold back Communism in those little countries whose poverty and propinquity make them breeding-grounds for the deadly germ, and if America lead the way, be sure Britain will come in with a smaller cheque. Many of us may rub our eyes and wonder if our recent memories of events in Persia were only a nightmare. We dreamed we had left a fortune in Persia and had exhausted all our efforts to retrieve a portion of it. If the Shah expects us now to replenish his Treasury his methods are rather like Moussadek's, or those of some South American Republics: Give, give! . . . and one day we will look into the question of compensation for your stolen property. Already we have accepted as a *fait accompli* the appropriation of the Anglo-Iranian oil and installations. Our Government has accepted that action of Moussadek as legitimate "nationalisation" and we are pledged not to seek redress unilaterally, nor, apparently, as a condition of refilling the Shah's treasury. We gladly give direct from our pockets to the distressed Greek Islanders. Voluntary contributions cannot be expected individually to the Persian Treasury. Those must be levied on us indirectly by taxation; but I could wish that a percentage might be diverted to the needs of Westminster Abbey, which is nearer home and an older and more faithful friend than Persia, and one which has never cheated or failed us, but (oddly enough) a friend we are unwilling to save from ruin.

A BRITON'S WIFE FROM MOSCOW IN MONTREAL

MR. ALFRED HALL IS REUNITED WITH HIS RUSSIAN-BORN WIFE: The scene at Montreal Airport, where the British Foreign Office official greeted his wife, Mrs. Clara Hall, and his six-year-old son, Nicholas, whom he had not seen before. Mr. Hall, who married his Russian wife while serving with the British Diplomatic Mission in Moscow, had been separated from her for seven years owing to the Soviet refusal to allow Mrs. Hall to leave the country. On her way to Montreal, Mrs. Hall stopped in London, where she visited a West End hairdresser.

Modern Architecture at Oxford.—Wadham College has struck out a new line in Oxford. Its new block of buildings is curved in the shape of an S. Every new building attached to a very old one must contrast sharply, however sympathetic and conservative be the architect's treatment. Wadham's new building will soon enough be found to harmonise with the old. Inside, it is much more modern. There are twenty-three sets of undergraduate rooms, a bar furnished with metalled seats, a tea-room for the entertainment of undergraduettes,

and gay curtains and chair-covers in satin and woven fabrics. The excitement is caused by the curved lines of the building. But this, indeed, is no new thing even in Oxford. And in the Highlands it was a novelty in house design as long ago as 1750, when a great impulse in the building of lesser country houses followed the troubles of the '45, and sometimes took curvilinear form. A notable example was the original house of Dallas, near Forres.

The Fool and His Money.—The French Riviera no doubt is a place of pilgrimage for rich people of every nation, and since the rich are not always wise, it is a place of pilgrimage in the way of business for international thieves. In fact, it would pay the proprietors of the luxury hotels to ban jewellery as well as pet dogs. The hotel Aioli the other day received a couple of guests who brought with them 100,000,000 francs' worth of jewels, the lady's share of this treasure were for display, the husband's for a business deal. They had not insured them and they deposited them in the hotel safe for a night. The thieves were early advised of the cache and scooped the lot at the pistol-point. It was child's play to them, but it was child's play by the victims also. No doubt, jewels are a useful form of currency. They are readily converted into cash and sometimes escape the attention of Mr. Bloodsucker. But shrewdness is not the same thing as wisdom, and vanity is much nearer to folly. No doubt the hanging of £50,000 worth of jewels on an ample bosom gives a cachet and a proof of worldly prosperity, but one woman's vanity can give a lot of trouble to the police

VAN TAM AND VIET NAM

THE PRIME MINISTER OF VIET NAM IN PARIS : Nguyen Van Tam being greeted by M. Rene Pleven, French Minister of Defence. The Prime Minister declared on arrival that he had been summoned to France by the Emperor Bao Dai to study with him the questions raised by the forthcoming negotiations for a new treaty between France and Viet Nam. In his absence Van Tam has been attacked in the Saigon Press for "being too favourable in his attitude to the French."

and of danger to more prudent guests and hostesses. The victims of such robberies are not so much the robbed as the hotel staffs and other guests who must share the risks with the fools who attract the thieves.

The Highlands Go Gay.—I have been a lifelong admirer of the Scottish Highlands; so much so that perhaps I have refused to see any flies in their precious ointment. But the necessity which compels one even on holiday (and before going off to shoot) to study their daily Press and to extract from it items for commentary has this year drawn my attention to a curious anomaly. Their own sober organs are the soberest on earth. What can match the *Scotsman* for sobriety? And there are others of a like kidney. But the papers first to reach me or easiest obtained in the wilderness are the sensationals, and I confess that I find them even sillier than the Southron editions, so silly, indeed, that it is hard to believe they are giving the sober, wise Highlanders what they *want*, which is the policy of the "big circulations." If an issue of six pages devotes two pages to football news and gossip; to pools and greyhounds and horoscopes one page; to bathing-belles and film-stars two pages; half-a-column at most to world and home politics, and the rest of the last page to police court and social news, it follows that the "Newsletter" is hard put to it to be intelligent and dignified, and an Old Stager wonders whether the Highlanders are going gay with the rest of the world. Certainly they seem to have given up Sabbath-day observance, for they are harvesting in the fields from dawn to dusk on Sundays just now. But that is not a manifestation of gaiety. THE OLD STAGER

TORBAY IS THE SCENE FOR THE NATIONAL DINGHY CHAMPIONSHIPS

THIS WAS THE SCENE AT TORQUAY, SOUTH DEVON, AS BOATS PREPARED FOR RACING IN THE NATIONAL 12-FT. DINGHY CHAMPIONSHIP (BURTON WEEK) ORGANISED BY THE TORBAY YACHTING ASSOCIATION : There was a record entry of 146 boats from all parts of the country, but the honours on the first day went to a local club from Exmouth, which took first, second and third prizes. First was *Dawn Star* (H. F. Williams), which continued to pile up more championship points during the succeeding days. Sailing conditions were good, but at times the south-westerly breeze increased and several boats experienced difficulties. There was a picturesque scene as the boats made ready and an even greater spectacle as the competitors swept away after the start.

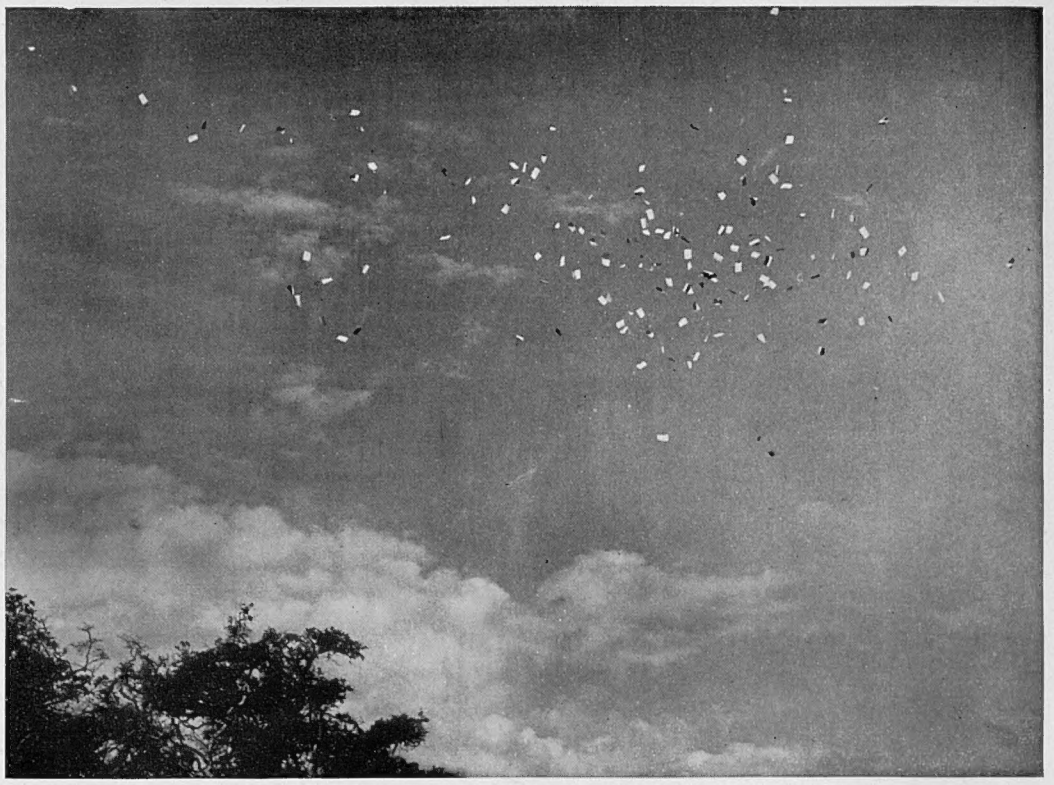
PARLIAMENT SQUARE RETURNS TO NORMAL AFTER THE CORONATION

THE ANIMATED SCENE IN THE HEART OF THE CITY OF WESTMINSTER THREE MONTHS AFTER THE CORONATION, WHEN MUCH OF THE AREA WAS OCCUPIED BY STANDS : Workmen are seen restoring the lawn of Parliament Square following the demolition of the Coronation stands. Flowers have been planted and already the Square has recaptured much of its former splendid appearance. In the background of this picture rises the majestic pile of Westminster Abbey, which is still in the hands of the Ministry of Works. It will be some time yet before the Abbey is reopened for normal public worship. During the last few weeks much has been said about the poor response to the Abbey Appeal Fund for £1,000,000 launched last January. It has been suggested by more than one speaker that the Government should help with the cost of restoration—indeed, one person going so far as to suggest that legislation be introduced to give the Abbey the same status as a building of historic importance. Last week-end Mr. Robert Menzies launched an Australian appeal for the Abbey.

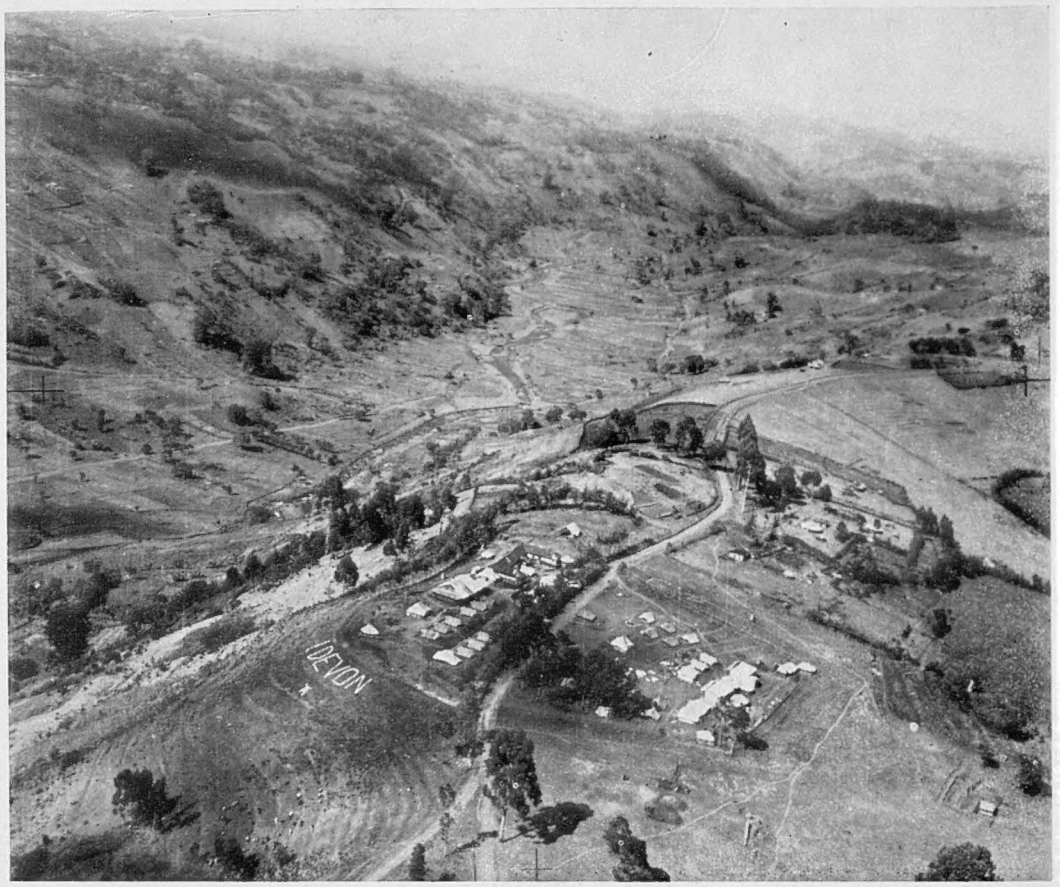
KENYA—KOREA—PERSIA

The Battle Against Mau Mau; Soldiers of the Korean War Released; Empress Soraya Returns to Teheran

NEW TACTICS AGAINST MAU MAU : Surrender leaflets being dropped by a Piper Pacer aircraft of the Kenya Police Airwing as it flew above the forests in the Aberdare and Mount Kenya areas at the start of the new leaflet campaign against Mau Mau terrorists. On the first day of the campaign 120,000 leaflets were dropped. These contained an offer to terrorists that if they surrendered voluntarily to the security forces they would not be prosecuted for such capital offences as being members of a terrorist gang or for bearing arms. Those who have committed murder are still liable to prosecution. General Sir George Erskine, C.-in-C., East Africa, has declared that the campaign is designed in order to bring in the waverers, of whom there now appear to be increasing numbers.

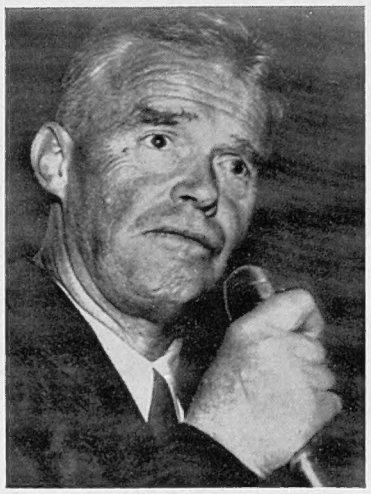


THE SURRENDER LEAFLETS FLUTTER DOWN OVER KENYA TERRORIST COUNTRY : This leaflet campaign was launched after the authorities in Kenya received notes from Dedan Kimathi, the notorious Mau Mau leader, and other terrorists offering to disband their gangs if suitable terms were forthcoming. General Erskine saw at once that here was the opportunity to bring in the waverers.



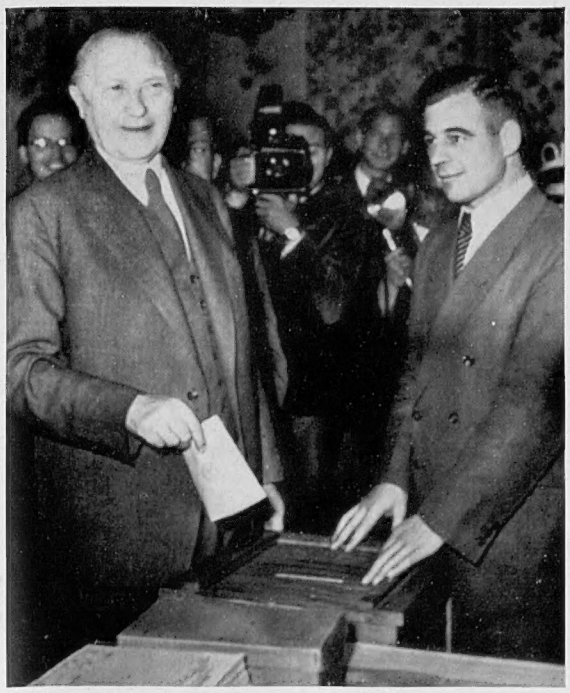
THE DEVONS ARE IN THE THICK OF IT : This air view taken over Kenya terrorist country shows one of the camps of the men of the Devonshire Regiment. The Devons, the Buffs, and the Black Watch, now totalling 3,000, are to be reinforced by another 1,500 British troops in an effort to bring the Mau Mau to terms. Many Mau Mau gangs are running short of food.

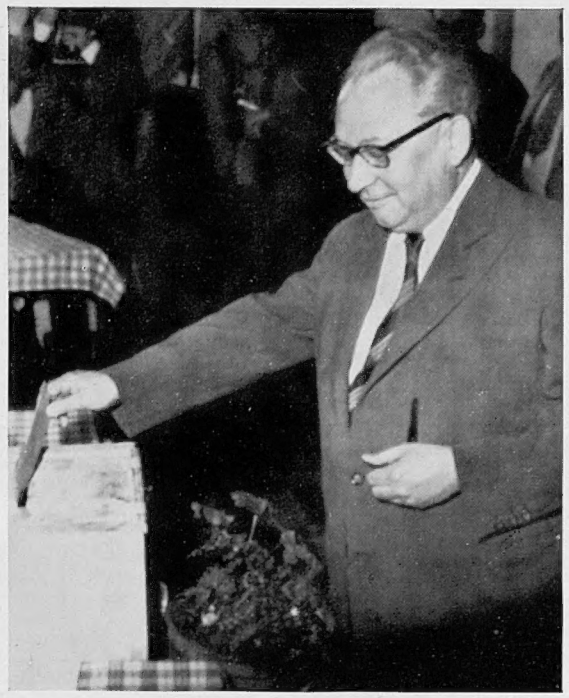
LIEUT.-COLONEL CARNE, OF THE GLOUCESTERS, AT CAMP BRITANNIA, KOREA : The Colonel seen after release by the Communists. He was offered the opportunity of flying home to England, but resisted the suggestion, expressing a desire to return with those of his men who were waiting to make the journey from Japan. After his months of solitary confinement by the Chinese, Lieut.-Colonel Carne shows signs of great weariness, and he has aged considerably according to those who know him well. His eyesight is also affected owing to very short rations. He spent much of his captivity carving, at one time making a number of forks and spoons which he smuggled through to his men. He also made a stone crucifix for the camp.



THE HERO OF TAEJON IS ALSO RELEASED : Major-General William F. Dean, who was captured during the first phase of the fighting in Korea but did not fall into Communist hands until a month after the battle in which he sought to stem the tide of retreat, seen at Freedom Village, Munsan, after his release by the Communists. Dean appeared to be fit. He was given a great reception by United Nations troops.

THE EMPRESS SORAYA OF PERSIA RETURNS TO TEHERAN : The Empress being greeted by the Mayor of Teheran on landing at the airport from Europe, where she went into temporary exile with the Shah before the dramatic events that upset the regime of Dr. Moussadek. In the background stands General Zahedi, Persia's new Prime Minister, and on the left is the Shah.





THE CHIEF PROTAGONISTS IN THE WEST GERMAN GENERAL ELECTION: *Left*—Dr. Konrad Adenauer, the West German Federal Chancellor, casting his vote at Bonn last Sunday. *Right*—Herr Ollenhauer, the Socialist leader, recording his vote, also in Bonn, the West German capital. The attempt by his opponents to brand Herr Ollenhauer as a Jew who dropped British bombs on German towns during the Second World War failed to convince anyone, but none the less many Germans were persuaded that as a wartime exile Ollenhauer had not shared the people's sufferings. Ollenhauer was safely elected in Hanover South.

ADENAUER WINS A LANDSLIDE VICTORY

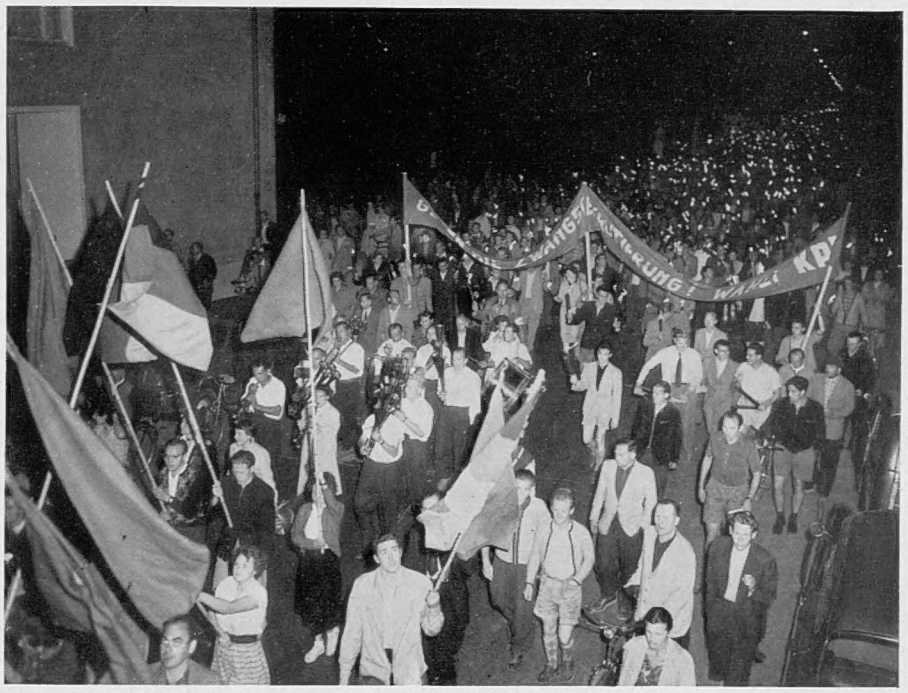
The Christian Democrats Sweep Back Into Power After a Quiet General Election

Despite the embarrassments engendered in Washington, where John Foster Dulles spoke out clear and bold and out of turn in favour of a victory for Chancellor Adenauer's Christian Democrats, the German General Election proceeded to its climax without undue incident, and even the infiltration of the East Germans, cha ged with the task of wrecking the campaign, had little bearing on the course of events. Last Monday morning, after 85 per cent. of West German electors had cast their votes, the world knew that there had been a landslide victory for Dr. Adenauer. The results could not be assessed exactly, but with all the direct votes counted it was seen that the Christian Democrats had 173 seats, the Social Democrats only 44. The Communist Party suffered a heavy defeat, as also did the Neo-Nazi German Reich Party and the Bavarian Party.

There were many outstanding gains by the Christian Democrats, not least in Mulheim, in the Ruhr, where they polled 45 per cent. of the votes as against 34 per cent. by the Social Democrats, who won the seat last time with 35 per cent. of the poll.

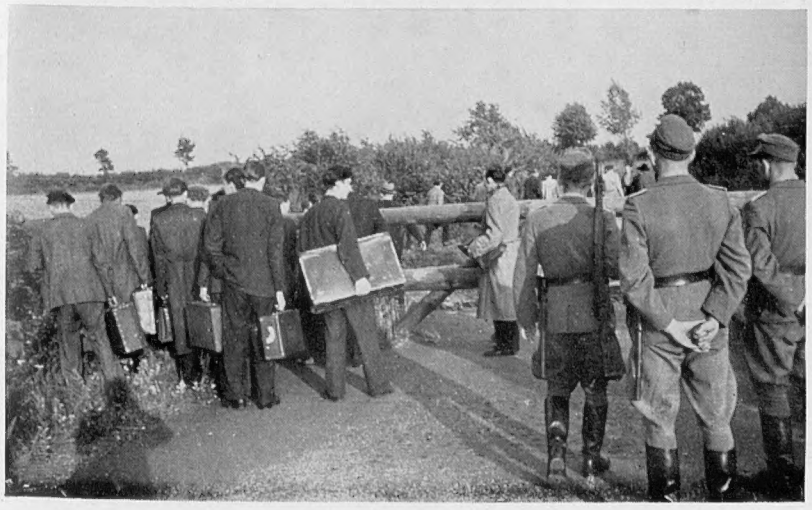
For Dr. Adenauer the triumph was almost complete. It only remained for the final count to show if his new Coalition would be able to command a two-thirds majority, which would enable him to make the European Defence Treaty a reality by amending the Constitution to allow West Germany to re-arm.

ELECTIONEERING STUNTS IN WEST GERMANY: *Left*—A portrait of Adenauer neatly adapted to look like Adolf Hitler. *Right*—A portrait of Ollenhauer, with the Communist Party letters K P D pasted below it. The poster reflects the persistent attempts by the supporters of Dr. Adenauer to brand Ollenhauer's Social Democrats with the Communists as Marxists.



THE COMMUNISTS MARCH THROUGH MUNICH BEHIND THEIR BRASS BAND IN THE FINAL STAGES OF THE ELECTION CAMPAIGN IN BAVARIA: The Communist Party fared very badly in the election. Mulheim provided a typical example of Communist decline.

SOCIAL DEMOCRATIC TACTICS IN THE ELECTION: Ollenhauer's supporters in Cologne labelled this car the "Bonn Coalition," and sent it crawling through the streets to draw attention to the fact that, in their opinion, if the Bonn Coalition ran much longer it would break down with old age.



THEY CAME IN TO ELECTIONEER: These East German Communists were arrested by West German police and put in this barracks at Luebeck, out of harm's way. The Communist plan was to create chaos in the West German election campaign. *On left*—EAST GERMAN AGENTS TURNED BACK AT THE BORDER: West German police with some young Communists they stopped from infiltrating on election eve.

THE MAN WHO GAVE THE PARTY : The Marquis de Cuevas, a resplendent figure as the King of Nature, seen as he arrived at the Chiberta Country Club, Biarritz, for his own party to which no fewer than 4,000 guests were invited, about 2,000 in all attending. The ball was preceded by a series of tableaux and a ballet. Nearly all the guests dressed in eighteenth-century costume.

WAS SHE ROBIN HOOD OR SANCHO PANZA ? Elsa Maxwell among a group of guests at the ball given by the Marquis de Cuevas, held at the Chiberta Country Club, Biarritz. Second from left is film actress Merle Oberon, who danced a gavotte.

THE DE CUEVAS BALL AT BIARRITZ

The Stage, the Screen, and Europe's Erstwhile Aristocracy Forgather for an Evening of Eighteenth-century Splendour Which Cost Its Organiser at Least £15,000

When Charles de Bestegui gave his "party of the century" in Venice two years ago it seemed that no single man could achieve anything more elaborate in the space of a single evening, but now de Bestegui has a rival in the little Marquis de Cuevas, whose eighteenth-century ball in the Chiberta Country Club, Biarritz, has triumphed over the problems aroused by the French postal strike and given a fillip to trade in the Bay of Biscay resort such as it has not enjoyed since the days of Edward VII. Reports about the party have been highly coloured and highly conflicting, some saying that the Marquis himself spent up to £35,000 to entertain his guests, and others putting the figure at about £15,000. At any rate, 500 period costumes were hired for police and waiters at the ball; eight white sheep with bells and ribbons and four beribboned cows wandered among the guests; a ballet company performed upon the rafts set in the Chiberta Lake, and rumba bands on three separate dance floors kept the hot rhythm going until the early hours of the morning against the background of a lath-and-plaster castle. The guests at the de Cuevas party included members of Spanish, Italian and Latin American aristocracy, a great many French of wealth and title, some British, and stage and screen stars galore. Elsa Maxwell was there, of course. After it was all over, and Biarritz was attempting to return to normal, there were rumblings from the Vatican about a degrading spectacle and quite a few comments in high places regarding the ridiculous waste of money involved. The Marquis was apparently delighted with it all, and Biarritz was delighted with the Marquis.

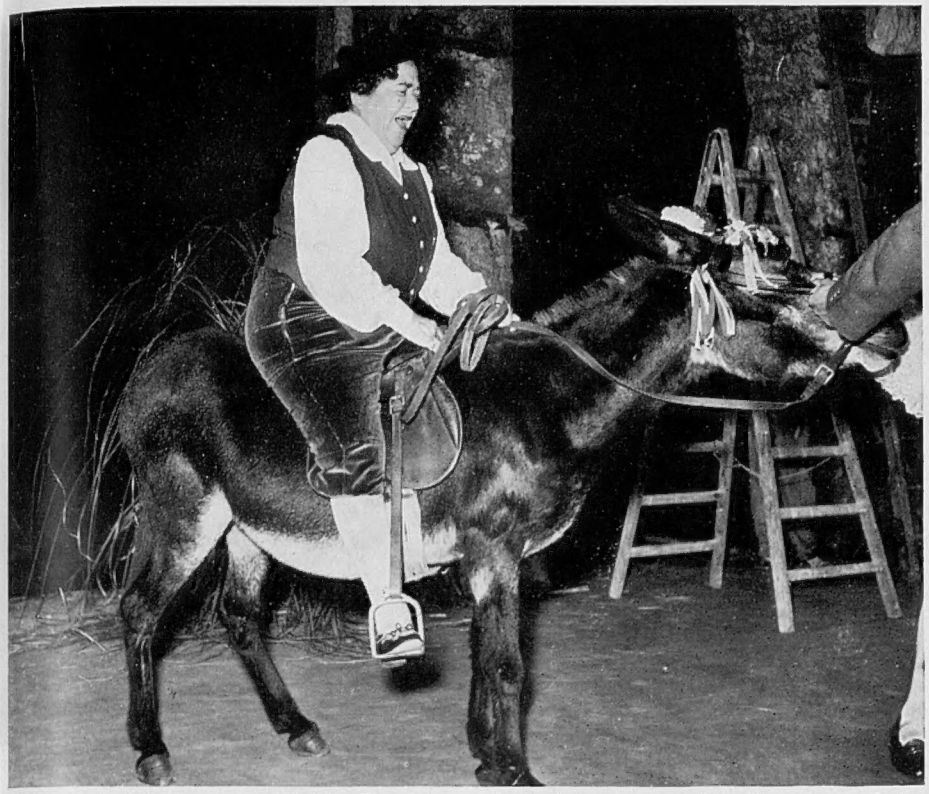
THE GUESTS OF THE MARQUIS DE CUEVAS DANCE BENEATH THE TREES AT THE CHIBERTA COUNTRY CLUB : Thousands of lights were set up in the park-like grounds, and an entire eighteenth-century palace was constructed of plaster to provide a background for the dancers, who wore costumes of the days of Louis XVI

On left—

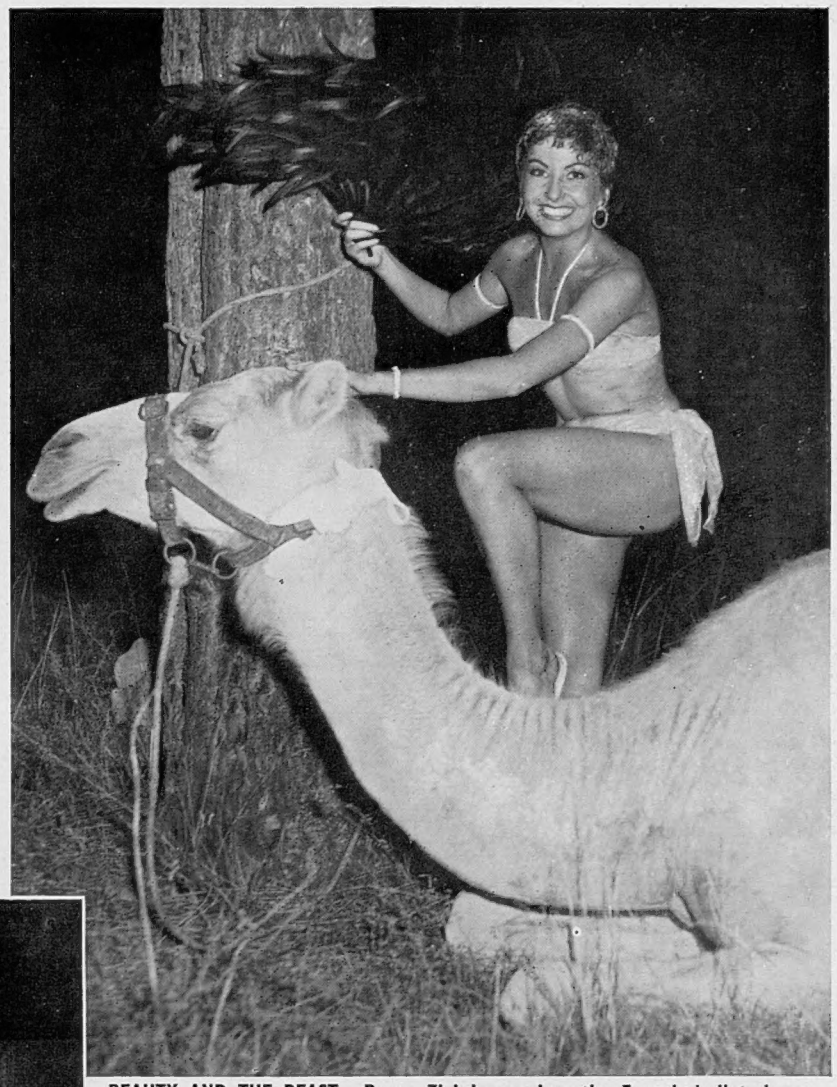
A GALLANT OF THE EIGHTEENTH CENTURY : Maurice Escande, the French screen and stage actor, with Henriette Pascal during the all-night party.

On right—

COOLING THEIR TIRED FEET IN THE WATERS OF THE CHIBERTA LAKE : Some of the guests in the early hours of the morning as the party neared its end.



ELSA MAXWELL RIDES A DONKEY : The famous giver of parties was herself a guest of the Marquis de Cuevas, and entered the Country Club riding a donkey. At this stage she was clearly Sancho Panza. Later, without her donkey, she was mistaken for Robin Hood. Whatever she was meant to be, Elsa obviously enjoyed her evening.



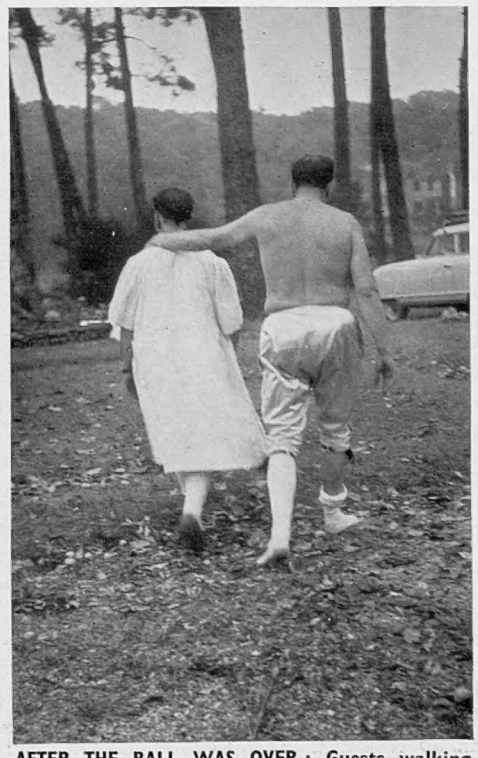
BEAUTY AND THE BEAST : Renee Zizi Jeanmaire, the French ballet dancer, preparing to mount the dromedary upon which she arrived at the Chiberta Country Club. Scantily clad, Zizi was probably the most photographed of all the Marquis's guests. Her costume could not by any stretch of the imagination be called eighteenth-century.

ALL NIGHT LONG THEY MADE MERRY IN THE GROUNDS : At least they made merry after the first two hours, for it was not until the ballets and the tableaux were over that the bars were opened and guests were able to indulge in champagne, red wine, chicken, sucking-pig and beef at the buffets.

DANCING ON ONE OF THE RAFTS IN CHIBERTA LAKE : The rafts had been used earlier for the ballet given by the Marquis's own company.

BRINGING ON THE SUCKING-PIG : Guests admiring one of the dishes provided for their enjoyment. Liveried servants handed round the sucking-pig. Three thousand bottles of champagne were consumed ; also twenty barrels of red wine.

THE DUKE AND DUCHESS OF ARGYLL : Two of the many distinguished guests at the so-called "party of the century."



AFTER THE BALL WAS OVER : Guests walking down to the sea to take an early-morning swim following the night of festivities.

SOCIAL OCCASIONS

ROYALTY AT THE HORSE TRIALS AT HAREWOOD
THE WEDDING OF A ROYAL STANDARD-BEARER

THE MARRIAGE OF THE QUEEN'S CHAMPION : Captain J. L. M. Dymoke, who carried the Standard at the head of the Coronation procession in Westminster Abbey, seen with his bride, the former Miss Susan Cicely Fane, after their marriage at Fulbeck Church, near Grantham, Lincolnshire. The bride, who was attended by six bridesmaids, wore a gown in Elizabethan style of white and silver brocade, and a tulle veil held in place by a diamond tiara. She was given away by her uncle, Captain Fane, at whose home the guests gathered afterwards.

THE PRINCESS ROYAL AT THE THREE-DAY HORSE TRIALS HELD BY THE BRISTOL HORSE SOCIETY AT HAREWOOD, YORKSHIRE : The Princess is seen with the Duchess of Beaufort as they toured the arena in the grounds of the Harewoods' home in Yorkshire. The trials were held over a cross-country course of seventeen miles, with forty-three obstacles.

THE COUNTESS OF HAREWOOD WITH COLONEL AND MRS. ANSELL : They saw a distinguished field gathered for the three-day horse trials.

THE "SPHERE" GOLF CHALLENGE CUP

A Popular Gathering at Richmond for the Annual Competition Held by Illustrated Newspapers, Ltd.

BERNARD WEATHERILL CYCLES BETWEEN STROKES : He is seen passing Mr. Neville Gascoigne, Mr. G. H. Gascoigne and Mr. J. B. Taylor. With the exception of Mr. Neville Gascoigne, all are previous SPHERE Cup-winners.

THE COMPETITORS AT THE ILLUSTRATED NEWSPAPERS' GOLF MEETING : This group, seen at the Royal Mid-Surrey Golf Club, Richmond, includes many prominent people both in the publishing and business worlds. There were sixty-two guests. In the front row are several directors of Illustrated Newspapers, Ltd.

On Friday of last week the directors of Illustrated Newspapers, Ltd., proprietors of THE SPHERE, held their annual Invitation Golf Meeting at the Royal Mid-Surrey Golf Club at Richmond. This event has taken place every year (with the exception of the war years) since 1926, and many prominent figures in the publishing and business worlds gather at the Club to take part in the medal competition for THE SPHERE Challenge Cup. At this year's meeting the Cup was won by Mr. C. G. Hayman with a score of 69 (one of the lowest ever returned), while Mr. P. H. Hogg, of John Haig Ltd., was runner-up with a score of 71. A special prize for the best score under handicap for nine secret holes was won by Mr. G. W. Pangbourne, whose net score was 34½, while the winners of the two-ball bogey foursomes were Mr. G. P. Jackson and Mr. D. Blair.

THE WINNER OF THE 1953 "SPHERE" GOLF CHALLENGE CUP : Mr. W. C. Nisbett (right), managing director of Illustrated Newspapers, Ltd., presents the trophy to Mr. C. G. Hayman, of the Distillers Company. He won the Cup with a score of 69.

UGANDA'S NEW RAILWAY

A NEW SECTION OF THE LINE WHICH BY 1954 WILL LINK MOMBASA AND KAMPALA WITH THE BELGIAN CONGO BORDER

THE FIRST TRAIN ON THE WESTWARD EXTENSION OF THE UGANDA RAILWAY LEAVING KAMPALA ON AUGUST 1, 1953 : The beflagged train was setting out for Mityana along the 45-mile stretch of newly-constructed railway. The line is now being further extended, and by the end of 1954 it should reach the region of Lake George and the Ruwenzori Mountains, the so-called "Mountains of the Moon," on the edge of the Belgian Congo, thus opening up for trade a vast area of Central Africa. The terminal point of the fully-completed extension of 209 miles will be Kasese, and here copper and cobalt for the world market will be loaded from the nearby Kilembe mine.

As long ago as 1906 the Under-Secretary of State for the Colonies, an enterprising young politician by the name of Winston Churchill, only lately returned from the war in Africa, was considering a westward extension of the Uganda railway as far as the borders of the Belgian Congo. He described the Congo, indeed, as "the natural and logical conclusion to which our effort must be directed."

During the intervening forty-seven years the construction of such an extension has been discussed again and again, and but for the First World War the line might have been begun in 1915.

The railway from the coast at Mombasa was first surveyed in 1892, and the work of construction was begun in 1896. Lake Victoria (Kisumu) was reached by Christmas 1901. Parliament had voted £3,000,000 to cover the cost, but the actual expenditure proved to be nearly double this original estimate.

In 1931 a move westward from Kisumu was achieved, the line being extended to Kampala, which remained the western terminus until August 1 this year.

Now the line goes farther westward for 45 miles to Mityana, and before the end of 1954 it will have reached the Belgian Congo border, although on a more southerly route than that suggested by Sir Winston in his book *My African Journey*.

The new route from Kampala to Kasese, near the border, has been approved by a committee set up by the Uganda Government, which has considered in detail the present and potential development of the whole of Western Uganda.

The first forty-five miles of the extension is densely populated and rich in agricultural production, already exporting large crops of coffee and cotton, so it may be that the guarantee given by the Government to the East African Railways and Harbours against a working loss may not prove necessary.

After Mityana, however, the line will pass through a less developed area, but one of great potentialities, and there is little doubt that this opening up of Uganda's western communications has great significance for the whole of Central Africa.

A PLATELAYING GANG AT WORK TEN MILES WEST OF KAMPALA : The new extension of the Uganda railway under construction in typical bush country. For two-thirds of its length the 45-mile extension runs through the Mayanja Kat swamp, and the final section to Mityana is through pleasant hill country.

CARVING A WAY THROUGH THE SWAMP COUNTRY BETWEEN KAMPALA AND MITYANA : *Left*—A concrete abutment to take the new railway extension across a waterlogged area about 24 miles west of Kampala. *Right*—A bulldozer clearing the route through the low-lying country. Much of the preparation of the route was put out to contract, and it was not completed until March 1953, some of the older trees encountered on the route being of massive girth and often requiring the combined efforts of three bulldozers or tractors to bring them down. The East African Railways and Harbours Administration undertook the platelaying.

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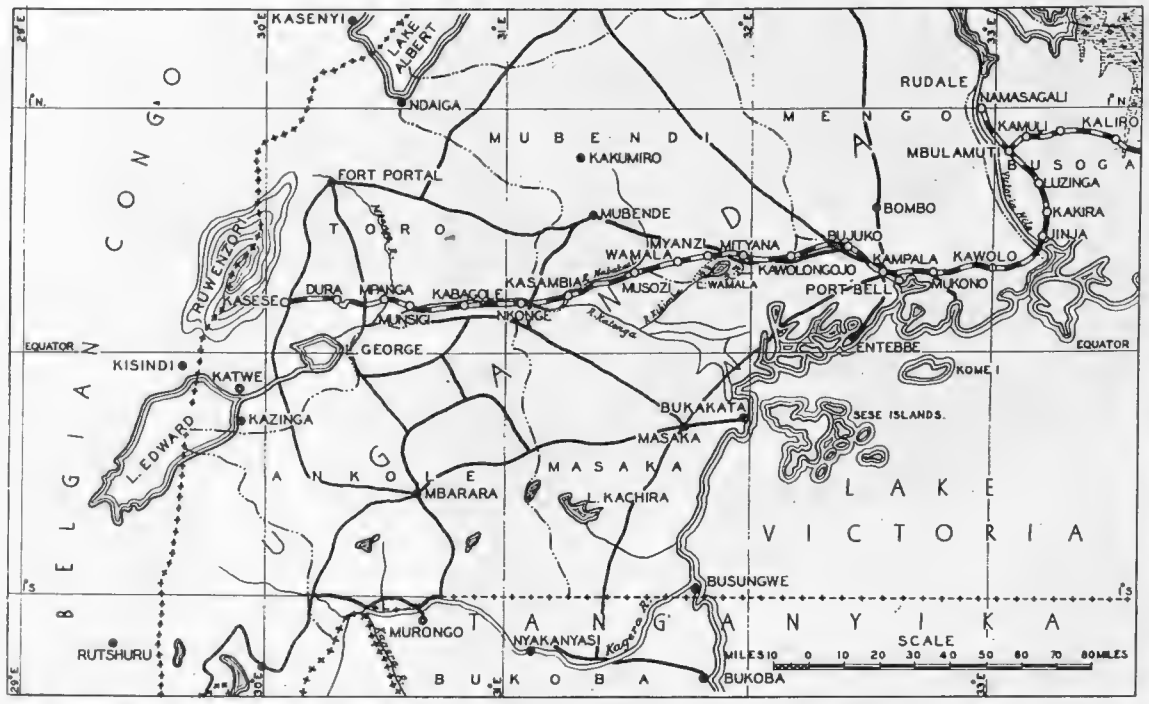
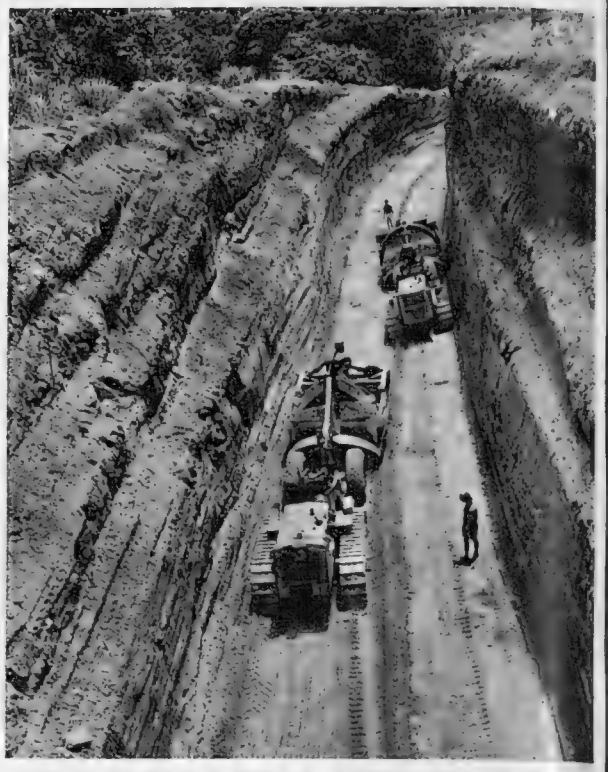
UGANDA'S NEW RAILWAY



THE WESTWARD EXTENSION OF THE UGANDA RAILWAY SYSTEM WHICH, WHEN COMPLETED, WILL CARRY THE LINE ALMOST TO THE BORDERS OF THE BELGIAN CONGO, THUS LINKING THAT RICH HINTERLAND WITH THE INDIAN OCEAN PORT OF MOMBASA : This map shows, towards the right, the former terminal point at Kampala, the chief commercial centre in Uganda and the residence of the native ruler, the Kabaka. Kampala is linked with Mombasa via Kisumu, and now the system is extended westwards to Mityana. At the time of writing, gangers are working on the line between Mityana and Kasese in the far west of Uganda, and by the end of next year it is hoped that the whole extension will be ready for traffic.

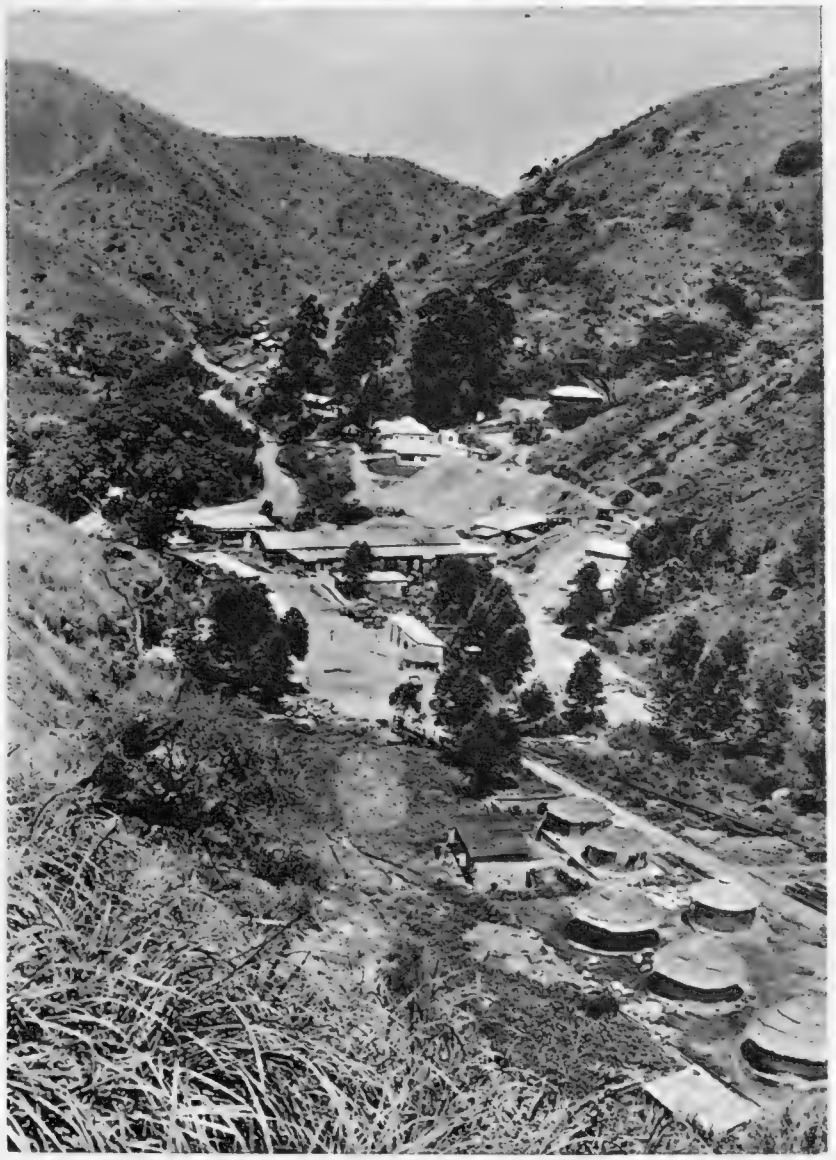


HEAVY EQUIPMENT IN ACTION IN A DEEP CUTTING FORTY MILES FROM KAMPALA : At this point the new line has emerged from the swamp country and travels through the hills to Mityana. Difficulties in obtaining labour have tended to hold up the work, but there have been no overwhelming constructional difficulties in building this important extension of the Uganda railway system.

BRINGING NEW PROSPERITY TO THE UGANDA HINTERLAND : *Left*—The station at Kawologojo, which lies 33 miles west of Kampala and twelve from Mityana, the present terminal. *Right*—Natives greeting the first train on its arrival at Mityana.

SWAMPS ALTERNATE WITH HILL COUNTRY ON A GREAT PART OF THE ROUTE : Natives filling in a swamp on a section of the new line in the region of Lake George. Platelaying will not begin on this section until some time next year. *On left*—THE CROSSING OF THE DURA RIVER : Bridging this torrent will be one of the vital tasks which will have to be completed before the line is brought to Kasese.

FILLING THE SWAMP EAST OF LAKE GEORGE: Convict labour gangs are playing their part in this task of preparing the ground for platelaying. In this sparsely-populated region east of the Ruwenzori foothills it may well be that the coming of the railway will mean big developments. Some of it is fine cattle country, and it is reckoned that cotton can be grown there.



IN THE FOOTHILLS OF THE RUWENZORI MOUNTAINS, THE "MOUNTAINS OF THE MOON" OF ANCIENT LEGEND: *Left*—An embankment through a cleared section of bush country awaiting the arrival of the platelayers. Elephant tracks can be seen in the foreground. *Right*—The Kilembe copper and cobalt mine, which will now be able to ship ore via the new railway terminal at Kasese, which will probably be reached by the platelayers at the end of 1954. The mine lies in a mountain valley above Kasese.

A WORLD SURVEY

OF THE FOREIGN NEWS IN PICTURES

Personalities and Events in Europe, the Middle and Far East, and South America

THE NEW COMMISSIONER-GENERAL IS RECEIVED IN CAMBODIA: M. Maurice Dejean, the French Commissioner-General in Indo-China, is received in audience at Pnom Penh by Prince Suramarit, father of the King of Cambodia and President of the Regency Council. M. Dejean was paying his first official visit to Cambodia at a time of considerable agitation for further independence from France. An agreement was recently signed transferring police and judicial powers, hitherto exercised by the French, to the Cambodian Government.

THE KING OF CAMBODIA REVIEWS HIS TROOPS: King Sihanouk of Cambodia addresses a parade of 13,000 troops at Battambang, while a priest holds a ceremonial parasol over his head. The King, who is continuing his personal drive to mobilise the forces of his country, is disputing the military rights of the French, which are under current discussion at Pnom Penh.

ITALIAN DESTROYERS ARRIVE IN VENICE—A MOVE INTERPRETED IN RELATION TO ALLEGED YUGOSLAV MOVES ROUND TRIESTE: The warships *Aviere* and *Artigliere* seen at anchor off Santa Maria della Salute. They reached the port in company with the Italian cruiser *Duca degli Abruzzi*, flying the flag of Admiral Luciano Bigi. The Italian Government has rejected any responsibility for the tense situation existing at Trieste, and in a Note handed to the Yugoslav Chargé d'Affaires has declared that Italy, confronted with a long series of official acts upon the part of Yugoslavia, showing "a threatening attitude," has been obliged to take a number of measures of a protective and precautionary character. This Note plainly referred to the movement of warships to Venice and to the strengthening of troop positions along the frontier near Trieste.

On left—

STORM DAMAGE AT THE VATICAN: The collapsed section of the Vatican City wall, looking towards the entrance to the Vatican Museums (centre, far background). The collapse of the 120-ft. section of the wall took place during Rome's heaviest rainstorm of the year, when a cloudburst of exceptional violence struck the city at the end of last month. Tons of stone and soil were thrown from the 60-ft.-high wall on to the road, but fortunately did little damage.

THE SON OF HEAVEN AND THE EMPRESS OF JAPAN ENJOY A LATE SUMMER HOLIDAY: Emperor Hirohito and the Empress at the Nasu Imperial Villa, which lies about 90 miles north of Tokyo. They will not return to Tokyo until the middle of this month. Hirohito has now occupied the throne for nearly twenty-seven years. It was in 1945 that he decreed the abolition of Shintoism as a State religion and declared false the conception that the Japanese Emperor is divine. The Emperor now moves informally about the country, and has indeed done so ever since he surprised the world by making a personal call upon General MacArthur.

ANOTHER EPISODE IN THE HISTORY OF THE ILL-FATED "FLYING ENTERPRISE," WHICH SANK IN 260 FT. OF WATER ABOUT 40 MILES OFF THE CORNISH COAST IN JANUARY 1952: Drying out banknotes in the kitchen of the Banque de Bruxelles in Brussels, after they had been salvaged from the ship—a feat which at one time had been considered almost impossible. Watching the operation and helping to lay out the dollar bills and pound notes are Mr. J. Sevrain (left), vice-president of the Bank, and Mr. T. Simeons (centre), a director. The money, totalling nearly £100,000, was being shipped in the *Flying Enterprise* en route from a Swiss bank to New York in the course of a normal bank transaction authorised by the respective Governments. The notes were contained in sealed mailbags and the treasure was being shipped unknown to the shipowners. The salvage work, commissioned by the Antwerp office of a firm of surveyors, has been described as "a normal professional operation of the firm on behalf of companies that insured certain packages sent by mail from the Continent to the United States." It will be remembered that the *Flying Enterprise* episode held the headlines for several days when Captain Kurt Carlsen refused to leave the ship as she drifted helplessly towards England.

ARAB CHIEFS OF STAFF DISCUSS THE COLLECTIVE SECURITY PACT AT A CONFERENCE IN CAIRO: Representatives from the seven countries represented at the conference—Egypt, Iraq, Syria, Lebanon, Yemen, Jordan and Saudi Arabia—seen listening to Raif Abu Lamaa, who is reading the text of the Inter-Arab Collective Security Pact. Seated in the background of this picture from right are Lieut.-Colonel Gamal Abdel Nasser; Abdel Khalek Hassouna, Secretary-General of the Arab League; Major-General Ahmed Sidki Guindi, of Jordan, and Major-General Hussein Mekki Hammad, of Iraq, Chief of Staff of the Iraq Army. The pact, which was formed in 1950, links the Arab countries in a military and economic alliance. It has been described as a substitute for a Western-sponsored Middle East Defence Organisation. Questions under discussion at the recent Cairo conference were reported to have included the formation of an Arab joint command and plans for general military training. It was also stated that consideration would be given to an Egyptian proposal to create an Arab army of 152,000 men to man the strategic Suez Canal base.

GENERAL ZAHEDI, PERSIA'S NEW PRIME MINISTER, RECEIVES THE AMERICAN AMBASSADOR IN TEHERAN: General Zahedi (centre) with Ambassador Loy Henderson (right) at an informal meeting in the capital on August 26. The main subject under discussion was Persia's need for finance, Moussadek having left the Persian Budget out of balance to the tune of 35,000,000 dollars. A flood of printing-press money has increased the Persian note issue by 50 per cent. It has been stated that Zahedi needs an immediate sum of 20,000,000 dollars or 30,000,000 dollars to face his current problems, let alone set the country on a firm footing for the future. The resurrection of the Persian oil industry has been another matter under urgent discussion, but it appears now that the oil industry could only find a place in the market at the expense of other oil-producers.

MRS. EDDA CIANO ARRIVES IN THE ARGENTINE AND IS MET BY HER BROTHER: The eldest daughter of Mussolini and widow of Count Ciano is seen at Buenos Aires following her arrival from Genoa aboard the liner *Augustus*. On the right is her brother Vittoria, who lives in the Argentine and who was present at the dock to meet his sister; on the left is the captain of the *Augustus*. Edda has recently denied rumours concerning a possible marriage, which have been circulating in Rio, Brazil.

THE GIRLS HE LEFT BEHIND HIM—THE SHAH'S TWIN SISTER AND THE SHAH'S WIFE STAY ON IN EUROPE AFTER HIS RETURN TO TEHERAN: *Left*—Princess Ashraf seen while on holiday in Cannes. She is reputed to have angered Moussadek by her desire to meddle in politics. *Right*—Queen Soraya, who is the daughter of a German woman and a South Persian tribal chief. Her great aim, she says, is to see the elevation of the under-privileged women of Persia.

MARSHAL TITO IS HOST TO BRITISH WAR ORPHANS ON HOLIDAY IN YUGOSLAVIA: The President signs autograph-books for the children during their visit to the island of Brioni when Marshal Tito entertained them for the day. The children, members of the families of Royal Air Force men killed in Yugoslavia during the war, were spending a month's holiday in the country as guests of the President. Before returning to England Marshal Tito handed each child several presents.

FRENCH COMMANDOS MAKE A SEA-BORNE LANDING IN ANNAM: An amphibious vehicle supports the Commandos as they make their way inland. The French Command has lately launched a series of drives in Central Annam, aimed at destroying Viet-Minh forces which are harassing communications. These operations, in which airborne troops are also employed, are helping the French Command to regain the initiative in Annam.

THE FRENCH BURDEN IN INDO-CHINA

As France's Fight Against the Viet-Minh Enters its Seventh Year, the Drain on Her Manpower and Economy Becomes Critical

Since 1947 France has been bearing the main burden of a long and costly war in Indo-China. Most of the troops engaged are Légionnaires, North and West Africans, Viet-Namese, Cambodians and Laotians; but nearly 100,000 troops are French Nationals, and no fewer than 1,500 French officers have been lost in the fighting. Such is the price that France has had to pay in her fight against the Viet-Minh rebels, who are trained and supplied by the Chinese Communists. It is a war in which France has been aided only by the Indo-Chinese States, who are exacting heavy concessions as they go along.

Financially the war has proved the ruin of the French economy. More than £2,000,000,000 has been spent by the French Government on the war alone. Many millions are being spent to bolster-up the economies of Vietnam and the other States in Indo-China. As a result, it is becoming increasingly obvious that this war of attrition cannot be for long sustained by the French people. The French Government is loath to give up the fight in Indo-China: but in Paris the suggestion is constantly in the air. If France is forced to withdraw from the struggle, and, as a result, the Viet-Minh come to control one of the richest rice-producing areas in Asia, the world may well have to regard the problem of Indo-China as more than a French colonial issue.

PARATROOPERS TAKE PART IN "OPERATION CAMARGUE": The scene during a "drop" near the coast of Central Annam, where French airborne forces have combined with sea-borne Commandos in an operation aimed at destroying isolated Viet-Minh forces. The area is reminiscent in some ways of the Camargue, the desolate area which lies in the Rhone delta.

AIR SUPPORT FOR THE INFANTRY: French troops watch an air-strike on Viet-Minh forces before advancing. French airmen with the latest U.S. aircraft are playing a vital part in the operations. More aircraft have been promised in Washington.

AN ADVANCE THROUGH THE PADDY: The difficult nature of the country is illustrated as troops make their way through ricefields during operations in Central Annam. This is one of four battle areas in Indo-China.

THE SHAH OF PERSIA RECEIVES GOVERNMENTAL AND DIPLOMATIC GUESTS ON THE OCCASION OF THE FEAST ID GHADIR : The Shah with his new Prime Minister at the Sasadabab Palace, where he received congratulations on his return to the throne. In the background are grouped members of the Diplomatic Corps. The Feast of Id Ghadir marks for Shiite Muslims the Prophet's designation of his son-in-law as his successor and the first Khalife.

NEW MASTERS *Take Over* IN MOROCCO AND IN PERSIA

The recent turmoil in Persia and in Morocco has given place to a new order, and both countries are now under new masters, although it could not be said that in either country a blow has been struck for popular freedom. Last week Persia's new master, General Fazlollah Zahedi, who succeeded Moussadek in the Premiership, attended a salaam ceremony at the summer palace of Sasadabab, where he was received in State by Shah Mohammed Riza Pahlevi. Zahedi told the Shah that the Persian nation was to be congratulated on his return, and replying, the Shah exhorted his Minister to work for the good of the country. Later the Shah received deputations from the Majlis (the Lower House of Parliament), from judges, journalists and members of the Government service. In Teheran all was reported quiet until the morning of August 29, when there was a minor flare-up staged by members of the Tudeh Party. At the same time the new Government issued a warning to the populace against participation, active or passive, in any form of street demonstration.

In Morocco the new Sultan, uncle of the exiled sovereign, continued to receive the homage of the Muslim leaders, and after the rejoicings in Rabat he made his State entry into Fez, there to receive homage in the Throne Room of the Palace and to take part in prayers at the great mosque.

THE NEW SULTAN RIDES TOWARDS THE GREAT MOSQUE AT FEZ : Mohammed Ben Moulay Arafa seen beneath a State umbrella on reaching the Mosque, where he gave thanks. His State entry into Fez followed a series of celebrations in Rabat. *On right*—The Sultan receiving the homage of dignitaries in the Throne Room. On the Sultan's right hand is the new heir to the Sultanate.

THE PRINCESS ROYAL AND DUKE OF FIFE MEMORIAL PARK DURING THE ANNUAL BRAEMAR GATHERING: There was no record crowd this year because the bus strike at Aberdeen kept many would-be visitors away, but 20,000 people had a right royal day when the Queen, the Duke of Edinburgh, the Queen Mother, the Duke and Duchess of Gloucester, and Prince William and Prince Richard of Gloucester came in their midst, driving over from Balmoral and Birkhall. Many Scottish people from overseas attended the Gathering and throughout the day, which began in cloud and ended in sunshine, they filed into the tent provided to sign the visitors' book.

BRAEMAR HAS A RIGHT ROYAL DAY

More than Twenty Thousand People Attend the Famous Gathering to See the Queen and Other Members of the Royal Family

THE PIPERS CROSSING CLUNY BRIDGE ON THE WAY TO THE GAMES: A contingent arriving at Braemar. The 4th-5th Battalion The Black Watch, the Bucksburn Band and the Glasgow and Dundee Police Bands were among those who performed at this year's gathering.

THE ROYAL FAMILY IN THE HEATHER-DECORATED PAVILION: The Marquess of Aberdeen seen with the Queen Mother, the Queen (who wore a Lovat green tweed suit), the Duke of Edinburgh and Prince Richard and Prince William of Gloucester. No introductions were made on the Royal dais as in former years, the officials taking the view that following her arduous Coronation engagements the Queen should be left free from duties to enjoy the Highland Games in company with the crowd.

On left—

THE MASSED PIPE BAND MARCHING PAST THE ROYAL PAVILION: They filed past eight abreast, led by Drum-Major J. Johnston, of Aberdeen Police Band.

A PARADE OF ST. LEGER WINNERS : All the winners of the great race from 1815, when Filho da Puta (extreme left) won in a field of fifteen, to 1834, when the 50 to 1 outsider Touchstone (extreme right) won for Lord Westminster in a field of eleven, are shown in this print by Pollard, which has the Doncaster grandstand for background. In Touchstone's year, the favourite, Plenipotentiary, starting at 12 to 10 on, was poisoned and never appeared with a chance in the race. Touchstone never, indeed, won another race and had to be discarded. The picture is reproduced by courtesy of the Parker Gallery.

THE RACE FOR THE ST. LEGER

This Saturday the Last of the Classic Races of 1953 Will be Contested on the Famous Doncaster Course, and with the News About Pinza, the Derby Winner, the Race Assumes a Much More Open Aspect

By BRIAN VESEY-FITZGERALD

Last year, when the Aga Khan's brilliant three-year-old Tulyar romped home at Doncaster to win the St. Leger and complete the classic double of Derby and St. Leger, he was hailed as one of the great horses of the century. It was thought until last week that Sir Victor Sassoon's Pinza, the Coronation year Derby winner, would emulate the same feat, but news of his lameness, coming only a day after the final acceptance for the race, indicated a much more open contest. Whatever horse wins the St. Leger must be a true stayer, except in years of exceptionally poor quality. This Doncaster classic dates from the year 1776, when it was named after Colonel Anthony St. Leger, a local resident and an ardent sportsman. It is a race with a dramatic history, at times even an ugly history, and it was in its early days a race for big betting. In the following article Brian Vesey-Fitzgerald traces the history of the race to the present day, and in his closing paragraphs he poses some of the problems of the 1953 race, although wisely attempting no rash forecast.

SO great has been the influence of Yorkshire and Yorkshiremen on cricket that it is commonly believed in other parts of the country—and even in Australia—that the summer game is the ruling passion of all Yorkshiremen. But there was organised racing in Yorkshire long before a little Hampshire village organised a cricket team, and from the very first the local authorities, urban councils and the like took a very close interest in the sport, even in some cases to the extent of promoting races themselves. And to this day you will find bigger and more knowledgeable crowds at point-to-point meetings and local horse shows in Yorkshire than anywhere else in the country, while you have only to attend a race-meeting at Doncaster or Redcar or Thirsk or York to realise that you are in company with a crowd that really does know something about thoroughbred horses and racing. Yorkshire race-crowds are, taken as a whole, certainly the keenest and the most informed in the country. And this is, surely, as it should be in the county that had organised racing before the end of the sixteenth century, that bred Flying Childers, that founded the oldest of our Classic races.

The first race-meeting at Doncaster of which we have certain knowledge was held in 1595. There can be no doubt that this meeting brought trade to the little market town, for we find an order made by the Corporation and dated May 2, 1600, which provides :

> " That whereas Hugh Wyrrall, gentleman, hath caused a stoope to be sett on Doncaster More at the west end of the horse race, yt Mr. Maior, Mr. Huscroft and Mr. Levett maye lykewise sett a workman to cutt or digg upp the sayd stoope.

COLONEL ANTHONY ST. LEGER : He gave his name to the great classic race for stayers at Doncaster, and his unnamed bay filly by Trusty was second in the first race for the St. Leger, run in 1776. The winner was Lord Rockingham's Allabaculia.

There was to be no interference with the business of sport. Fourteen years later we find the Corporation again taking an interest in the race-meeting, for an entry records the payment of 1s. 6d. to Anthony Hog " for making the waye at the horse-race." A small matter and a small sum, but the first record of financial assistance from the Corporation. But everything did not go smoothly on the Moor, for in the following year (1615) we find this order of the Corporation, dated June 6 :

> " Forasmuch as it plainely appereth by divers accidents and inconveniences past, that the race on Doncaster More hath brought and bred many caires and sutes wch tendeth to the great damage and prejudice of the Corporation, and quarrells and other inconveniences have by occasion of this Race been stirred upp, therefore for the preventinge of sutes, quarrells, murders, and bloodsheds that may ensue by the continuiynge of the said race, it is agreed that the stand and the stoopes shall be pulled upp and imploied to some better purpose, and the race to be discontinued."

This order was signed by the Mayor and by Alderman Hugh Childers (of the family that was to breed Flying Childers) and fifteen other members of the Corporation. It sounds as though the meeting of 1615 had been more than merely rowdy. But it is also evident from the mention of a " stand "—surely the first stand at any race-meeting ?—that the Doncaster races were very successful. In any case, the stand was not pulled down and the race-meeting was not discontinued. The very next year we find the Corporation paying money " for making a way for the horse-race att the water-gapp." The sporting instincts of the town councillors was stronger than their own order.

From early in the eighteenth century the Corporation took a very practical interest in the race-meeting by subscribing to the prize-money fund. The sums were quite small to begin with, but it was stressed that they were given " to encourage horse-racing on Doncaster Moor." But by 1764 there was a " Corporation Plate " of the value of £50. By then also the race-meeting had become a social occasion, with balls and other festivities in the evenings.

In 1766 the Doncaster Gold Cup was founded—a cup has been raced for at the Doncaster September Meeting ever since—and ten years later, on Tuesday, September 24, came the race that was to achieve a fame second only to that of the Derby. This was a " Sweepstakes of 25 guineas each, for three-year olds ; colts, 8 st. ; fillies, 7 st. 12 lb. Two miles." The race was won by Lord Rockingham's brown filly Allabaculia, ridden by John Singleton, from Mr. St. Leger's unnamed bay filly by Trusty. There were five runners, two colts and three fillies. The race was founded at the suggestion of Colonel Anthony St. Leger, who lived at Park Hill, just outside the town. It had no name : it was just a Sweepstakes for local gentlemen who liked to race their horses. But the following year the entry was doubled and the runners came from much

(*Continued on following page*)

THE RACE FOR THE ST. LEGER

TWO WINNERS WHO CARRIED THE BLACK-AND-PINK COLOURS OF THE HON. E. PETRE, WHO WON THE ST. LEGER FOUR TIMES BETWEEN 1822 AND 1829: *Left*—Matilda, who won for Mr. Petre in 1827. *Right*—Theodore, the winner in 1822. These two engravings are both reproduced by kind permission of Fores Gallery. Theodore is shown standing on the high ground, where the Doncaster course bends round towards the final straight. The grandstand is seen away in the far distance.

(*Continued from previous page*)

farther afield. And the year after that it was officially named the St. Leger Stakes.

The year that saw the naming of the St. Leger Stakes also saw the first recorded "nobbling" of the favourite in the history of the English Turf. The big race at Doncaster then was not the St. Leger—indeed, the St. Leger did not really become a big race until it was twenty-five years old—but the Doncaster Cup. The favourite for the Cup in 1778 was a grey horse named Magog, and very large sums had been wagered on him. The night before the race his stable was raided, his tongue almost cut out, and so savage a drug administered that he could scarcely stand the following morning. All bets on the race were declared void. The men concerned were never caught, and it is fair to say that no great effort seems to have been made to search for them. Magog, fortunately for his owner, recovered so well that he was able to win two races at later Doncaster meetings, and subsequently to gain some fame as a sire.

The "nobbling" of Magog was by no means the last roguery at Doncaster races. The town, situated on the Great North Road, was easy to get at in days when travel was normally far from easy, and enormous crowds collected for the September Meeting. This was good business for the town and every effort was made by the Corporation to see that plenty of amusement was provided for the visitors, and the visitors included people in every walk of life. The Corporation provided hospitality for the important and for the rich, and went to a good deal of trouble to do so, and to ensure that the nobility and gentry should leave Doncaster with pleasant memories of the occasion. A minute, dated July 27, 1803, reads:

> "*Ordered*, that the Mayor shall hire the fat cook at the 'Angel,' called Winterbotham, to be cook at the Mansion House, upon the same terms as the other two women kept there, and paid by the Corporation."

And, in addition to the balls and the dinners and the routs, there were gaming tables and cocking matches and prize-fights, fox-hunts and stag-hunts. There were also less publicised amusements to be found on the Moor, especially after dark. And all the roughs and all the pickpockets who could tramp the Great North Road made their way to Doncaster in September. There were certainly those among the favoured who realised that there were men in Doncaster in September ready to perform any villainy, provided the pay was large enough.

In 1808 it was discovered that several horses had been poisoned. Examination showed that drugs had been introduced into certain of the watering-troughs on the Moor. The man responsible was not discovered, but when the same thing happened at Newmarket three years later, a man named Daniel Dawson was caught, tried and duly hanged. Again, in 1814, there was much roguery in connection with the St. Leger. The historian Orton says: "It is supposed that more roguery was practised by transactions relative to the above race, previous to the time of running, than ever known." What exactly happened nobody knows. But two well-backed horses were found to be amiss just before the race and were withdrawn. The winner, William, was left at the post, but yet won "uncommon easy."

In 1834, Plenipotentiary, who had won the Derby without undue trouble, was made favourite for the St. Leger. He was normally a very difficult horse to handle, and had, like Diamond Jubilee, a hatred for jockeys—he had tried to kill more than one—but, when mounted for this race, he stood quietly and appeared not to notice the jockey at all. Connolly, the jockey, told the trainer that there was something the matter. For all that, Plenipotentiary started at 12 to 10 on. An outsider at 50 to 1, Touchstone, won easily. It was discovered after the race that the favourite had been poisoned, and he was never any use afterwards.

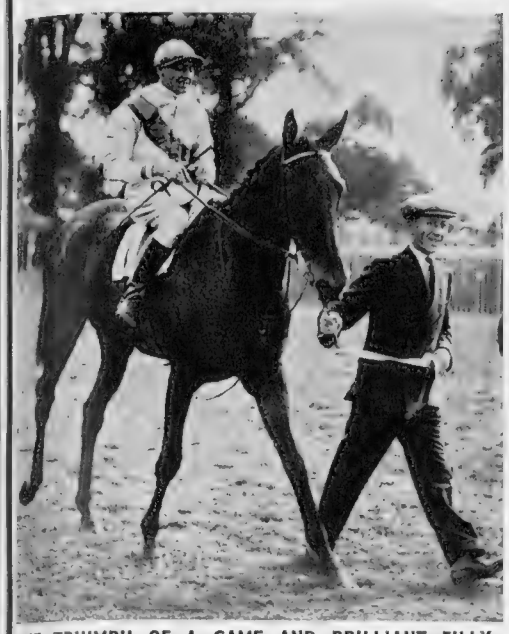
FIGHTING OUT THE DECISIVE HEAT OF THE ST. LEGER IN 1839: Charles XII, in background, winning the race from Euclid, an engraving of the great encounter which gave the jockey, W. Scott, the second of four successive wins in the race. In 1846 Scott also won on Melbourne, and altogether he was successful nine times in the St. Leger. He also had several Derby successes.—*Aquatint by courtesy of the Parker Gallery.*

THE GREAT JOHN GULLY: He won the St. Leger with Margrave in 1832. Gully was first prominent as a prize-fighter, but later made a fortune by betting on and owning race-horses.

But Doncaster, if in its early days it collected its fair share of rogues, also collected its characters. Of these, the most eccentric was Jimmy Hirst, who watched every St. Leger from 1776 to 1829, driving to the course in a wicker-work coach drawn by four mules. Hirst made a flying-machine in 1778 and tried to fly the Humber from Hull to Grimsby. He also trained a bull to jump and carry him across country, and a pig to retrieve for him when he went shooting. But when it came to horses or cockfights he was very far from eccentric, and his wagers on both enabled him to die a rich man. But the most notable character connected with the St. Leger was surely John Gully.

Gully, the son of a Somerset butcher, was rescued from the Fleet Prison by Pearce, the "Game Chicken," and took to prize-fighting. He became Heavyweight Champion of England, retiring undefeated in 1808. Following a well-established prize-ring tradition

LORD GEORGE BENTINCK, WHO HELPED TO BRING DONCASTER FAME: Lord George dictated to Doncaster Corporation on the question of supporting the races, and as a result the St. Leger won recognition.



THE TRIUMPH OF A GAME AND BRILLIANT FILLY: Lord Astor's Book Law, winner of the St. Leger in 1927. Book Law had been second in the Oaks to Lord Durham's Beam, being beaten only a head, and before that had been second to Cresta Run in the One Thousand Guineas.

AIRBORNE, THE STAYING GREY, WINS THE ST. LEGER: Mr. J. E. Ferguson's handsome colt, which had previously won the Derby, galloping resolutely home to beat the 40 to 1 outsider, Murren in the St. Leger of 1946.

THE MAHARAJA OF BARODA'S SAYAJIRAO WINNING THE ST. LEGER OF 1947: With Edgar Britt in the saddle, the colt held off the determined French challenge represented by M. Boussac's Arbar. The verdict in his favour was a head.

(which exists to this day), he was for a time a publican, but he soon set up as a bookmaker, and quickly won a reputation for sterling honesty in a profession which at that time could boast very few honest men. Bookmaking brought him a fortune and turned him into a race-horse owner. With some of his Turf winnings he bought coal-mines and from coal he made another fortune. It was coal and land-owning interests that made him a Member of Parliament, but it was the Turf and the prize-ring that made him one of the best-known men in England.

But his Turf career was not all plain sailing. In 1827 he bought Mameluke, the Derby winner, from Lord Zetland for 4,000 guineas. He backed him very heavily for the St. Leger, laying, amongst many other bets, two of £10,000 each with Crockford. Mameluke was beaten half-a-length by the Hon. E. Petre's Matilda. There can be little doubt that the race was crooked. The owner of Matilda did not know anything about it and was very surprised when his filly won. But Crockford, who was "capable of any villainy," knew a great deal about it, and so did the starter and at least one jockey, who finished well down the course, but was near enough to Mameluke at the start. Gully's losses that day amounted to £45,000. He knew well enough that he had been cheated, but "he was the first at the Rooms on settling day, and the last to leave them, paying freely the large sums he had lost by his unlucky venture." Despite the defeat of Mameluke, the St. Leger was a profitable race for John Gully. Though he only won it once—with Margrave, in 1832—he won enormous sums by betting: over £40,000 on Margrave, and perhaps double that sum when Memnon won in 1825.

The St. Leger has always been a race for big betting, and in the early years there were some extraordinary wagers. In 1822 the winner, Theodore, started at 500 to 1 against and won by four lengths. Theodore, incidentally, also belonged to the Hon. E. Petre, who seems to have been singularly fortunate in his St. Leger runners. The horse was lame. Just because he was lame the eccentric Jimmy Hirst backed him for a few pounds each with, it is said, no fewer than twenty bookmakers, and lived up to his reputation for oddity by taking a number of foolish wagers, such as 1,000 guineas to one florin and £1,000 to his bamboo walking-stick.

The days of eccentric wagers and the days of the really big wagers have gone and gone for ever. There can be no doubt whatever that betting is more widespread to-day than ever before, but nowadays the money is spread over a very wide area and, taken altogether, does not represent a very large sum. Once it was possible for a horse in the Derby or the St. Leger or the Gold Cup to be supported to win more than £250,000, and that months before the race. To-day any real backing of a horse months before the race would mean that the odds would be clipped many points, and at once and all over the country. It is no longer possible to beat the books for big sums of money. The "Blower" has seen to that. Nowadays bookmakers live in a fortress. The good old days have gone beyond recall.

But, in fact, they were not so good. And certainly they were not at Doncaster. Indeed, Doncaster, in the early days, had something of a reputation for

A GREAT ST. LEGER WINNER WHO BEAT ANOTHER GREAT HORSE IN LORD DERBY'S ALYCIDON: Mr. Woodward's Black Tarquin winning the St. Leger of 1948, with the future Gold Cup winner, Alycidon, trailing him up the Doncaster straight.

questionable practices, and "Nimrod," in particular, was loud in his condemnation of them. It would be true to say that few owners then were dishonest, and the majority of trainers were also men of character and integrity. But it was difficult indeed to find an honest bookmaker, and what the jockeys were like (especially in the North of England, where, it was said by one great authority, they "did what seemed to them good in their own eyes") is shown by the reputation of Nat Flatman, the winner of one Derby and three St. Legers, who was known throughout the country as an incorruptible man, no matter what the size of the bribe offered. Such famous jockeys as Sam Chifney and Harry Edwards were known to be "easy" of approach. Even the great William Scott, the rider of no fewer than nine St. Leger winners (the record for the race) was not above suspicion. Only Elnathan Flatman, of the leading jockeys of the time, was above reproach. It is, perhaps, significant that he rode only ten Classic winners.

The dishonest practices were pretty well killed by Lord George Bentinck. Lord George's influence on the English Turf was enormous, and nowhere did he make his presence felt more surely than at Doncaster. He was an autocrat and he could make himself quite remarkably unpleasant. In 1841 he told the Corporation of Doncaster that they were not giving sufficient support to the races. The Corporation—Doncaster, of course, was making a pretty good thing out of the races one way and another—said that they would in future provide a cup of the value of 200 guineas and an annual subscription of £500. Lord George told them bluntly that it was not enough. He went further. He told them in so many words that the Jockey Club had the power to destroy their races altogether, and would do so "unless you are disposed to make annually so liberal a contribution as we think in justice and fairness you ought." The Corporation went away and voted about it. By 13 votes to 8 they decided to subscribe £1,000 annually. Subsequent history has shown how wise those thirteen councillors were.

Originally the St. Leger was a race of two miles, and, though there were usually a few entries from the south, was largely a northern affair. Indeed, the regional patriotism of some northern owners was quite extraordinary. Lord Fitzwilliam, for example, who won in 1789, 1802 and 1807, steadfastly refused to enter his horses at any South Country meeting. Sir Tatton Sykes, a great breeder of bloodstock, though a small owner of racing stock, took a poor view of the south as well. In his long life of ninety-one years he saw the Derby twice, in 1791 and 1792, but the St. Leger on no fewer than seventy-six occasions.

As the race gained in stature and popularity more and more southern entries were made. In 1813 the distance was reduced to 1 mile, 6 furlongs and 193 yards (a further 61 yards were taken off at the time of the alteration to the finishing straight), and the reduction in the distance undoubtedly brought many more entries, and with them yet greater crowds. In 1826 the Noblemen's Stand was built—to give protection from the populace—and in 1851 the Ladies' Stand was constructed. This is very interesting, because, except at Ascot (and very occasionally at Newmarket and Goodwood), racing was not much patronised by women at the time. It shows that the Doncaster Corporation were by the middle of the nineteenth century wholeheartedly in support of the races and doing everything they possibly could to attract visitors. That interest has never died. The Doncaster Corporation appoints a committee which is responsible for the conduct and administration of the races. And (it is the same at York, by the way) when

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THE ST. LEGER ROLL OF HONOUR

THE TRIPLE CROWN

Winners of the Two Thousand Guineas, the Derby, and the St. Leger

1853	West Australian.	1893	Isinglass.	1915	Pommern.
1865	Gladiateur.	1897	Galtee More.	1917	Gay Crusader.
1866	Lord Lyon.	1899	Flying Fox.	1918	Gainsborough.
1886	Ormonde.	1900	Diamond Jubilee.	1935	Barham.
1891	Common.	1903	Rock Sand.		

Winners of the One Thousand Guineas, the Oaks, and the St. Leger

1868	Formosa.*	1892	La Fleche.	1904	Pretty Polly.
1871	Hannah.	1902	Sceptre.*	1942	Sun Chariot.
1874	Apology.				

* Formosa and Sceptre also won the Two Thousand Guineas.

SOME CLASSIC DOUBLES

Winners of the Derby and the St. Leger

1800	Champion.	1864	Blair Athol.	1895	Sir Visto.	1933	Hyperion.
1848	Surplice.	1877	Silvio.	1896	Persimmon.	1934	Windsor Lad.
1849	The Flying Dutchman.	1881	Iroquois.	1926	Coronach.	1946	Airborne.
		1885	Melton.	1929	Trigo.	1952	Tulyar.
1850	Voltigeur.	1889	Donovan.				

Winners of the Oaks and the St. Leger

1835	Queen of Trumps.	1873	Marie Stuart.

THE RACE FOR THE ST. LEGER

A FRENCH SUCCESS IN THE BIG RACE: M. Boussac's Scratch II, with W. Johnstone in the saddle, winning from Vieux Manoir, Baron de Rothschild's entry, in 1950. M. Boussac repeated his success a year later with the flying Talma II, Johnstone again being in the saddle.

THE RUNAWAY VICTORY OF TULYAR, WITH C. SMIRKE UP, SET THE SEAL ON HIS FAME: The Aga Khan's fine colt winning from Kingsfold and Alcinus. After this victory, which brought Tulyar's winnings to over £70,000 for the season, the horse was sold to Ireland and put to stud. The rumours that Tulyar would race as a four-year-old unhappily proved unfounded.

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all the running expenses and taxes have been paid, what is left goes back into the racing, to the improvement of the course and the stands, increasing the prize money, and so forth.

The Derby has come to be regarded as the chief of the Classics. It is difficult to understand why this should be so. The mile-and-a-half of the Epsom course is stiff, and that, of course, is as it should be for a Classic race. It makes great and particular demands on a horse, and that, too, is good. But it is very far from being the fairest of courses when it comes to a pure test of merit, for if a horse has the misfortune to be badly placed when Tattenham Corner is rounded, then he is at a very serious disadvantage, and, indeed, has probably lost the race, as Colombo did in his year, when he had to be brought right round the outside by the skilful but unfortunate Johnstone.

The St. Leger course is one on which there is very much less chance of interference, as between one horse and another, and is to that extent much fairer. The race is over a greater distance than the Derby, and might, because of that, be said to provide a better test of merit. Be that as it may, I think that there can be little doubt that, at least for those who are truly interested in three-year-old thoroughbreds as horses, the St. Leger is a much more interesting race than the Derby. For one thing, in the interval of three months or so between the Derby and St. Leger, the horses have "come on" and acquired stamina. The Derby winner usually runs, and so one has the chance of seeing the Epsom form proved or disproved. Moreover, the Oaks winner often runs as well, and then there is the interesting point as to the relative merits of the colts and the fillies of that year to be decided.

Some very great horses have won the St. Leger. It was once said that only a great horse could win the St. Leger, but that, I think, must have been said by a Doncaster man. The St. Leger, like the Derby, has been won by some pretty poor horses. What is true is that only a very good horse can win the Derby and the St. Leger. Only a really great horse can win the Two Thousand Guineas, the Derby and the St. Leger. And then he needs the co-operation of a really great trainer.

The first horse to win the Derby and the St. Leger was Champion, in 1800. He was ridden by Francis Buckle, who was to ride twenty-seven Classic winners in his career (a record unapproached by any other jockey). The feat was not repeated until 1848, when Surplice carried off the double. Champion actually made his first appearance in the Derby, but he must have been highly tried, for he started a warm favourite at 7-4. Champion won the St. Leger at 2-1 and was afterwards sold by his owner, Mr. Christopher Wilson.

In all the long history of the Derby and the St. Leger the double has only been achieved thirty times, the last horse to do it being Tulyar. It needs a very great horse to win the Triple Crown—the Two Thousand Guineas, the Derby and the St. Leger—and this has been done only fourteen times, the last horse to do so being Bahram.

Eleven fillies have won the Oaks and the St. Leger. Seven fillies have pulled off what might be called the female Triple Crown—the One Thousand Guineas, the Oaks and the St. Leger—the last to do so being Sun Chariot. Two fillies have achieved what might be called the impossible, and have won the One Thousand Guineas, the Two Thousand Guineas, the Oaks and the St. Leger. They were Formosa and Sceptre.

It will be seen that it is very difficult indeed to win over Epsom in June and at Doncaster in September. The lesson is forgotten by punters every year, to the great advantage of the bookmakers. Indeed, the best all-round tip that could be given for the St. Leger in a normal year would be "Do not back the Derby winner."

But there is another thing to remember, and that is that a very good horse may lose the Derby because he cannot "do" downhill. There is no downhill at Doncaster. Thus, a few horses have won the Two Thousand Guineas of one mile, failed to win the Derby of one-and-a-half miles, and won the St. Leger of one-and-three-quarter miles. It was not their stamina that failed them at Epsom, obviously: they were beaten either by conditions at Tattenham Corner or because they could not keep balanced down the hill.

It is this sort of thing that makes the St. Leger such an extremely interesting race and such an extremely difficult one in which to pick the winner. It ought, of course, to be easier to pick the St. Leger winner than the Derby winner. After all, there is six months' form to go on. The extra distance (two furlongs) ought not to matter much; a good horse that stays a mile-and-a-half ought to stay a mile-and-three-quarters without much difficulty. It ought to be easy: it is very, very difficult.

It is the time of the year that makes it so. That interval of three months since the Derby is all-important. It may mean everything to the development of a horse. Boswell, who won the St. Leger in 1936, and Singapore, who won in 1930, and his son Chumleigh, who won in 1937, were immature when the Derby was run, and, indeed, were hardly race-horses at all until July. These "autumn horses" are very difficult to pick out. Solario, who ran fourth in the Derby and went on to win the St. Leger in 1925, is a good example of a horse who might well have won the Derby had he been able to keep balanced down the hill, who developed tremendously in the three months' interval between the two races, and who obviously appreciated the absence of a hill at Doncaster.

PINZA MAKES TRACKS FOR HOME: Sir Gordon Richards riding the Derby winner of 1953 round Tattenham Corner. Pinza's fine staying performance ensured that the colt would become an automatic favourite for this week's St. Leger, a position he held until he went lame last week. Pinza beat the Queen's Aureole both at Epsom and Ascot, but Aureole was not by any means disgraced on either occasion.

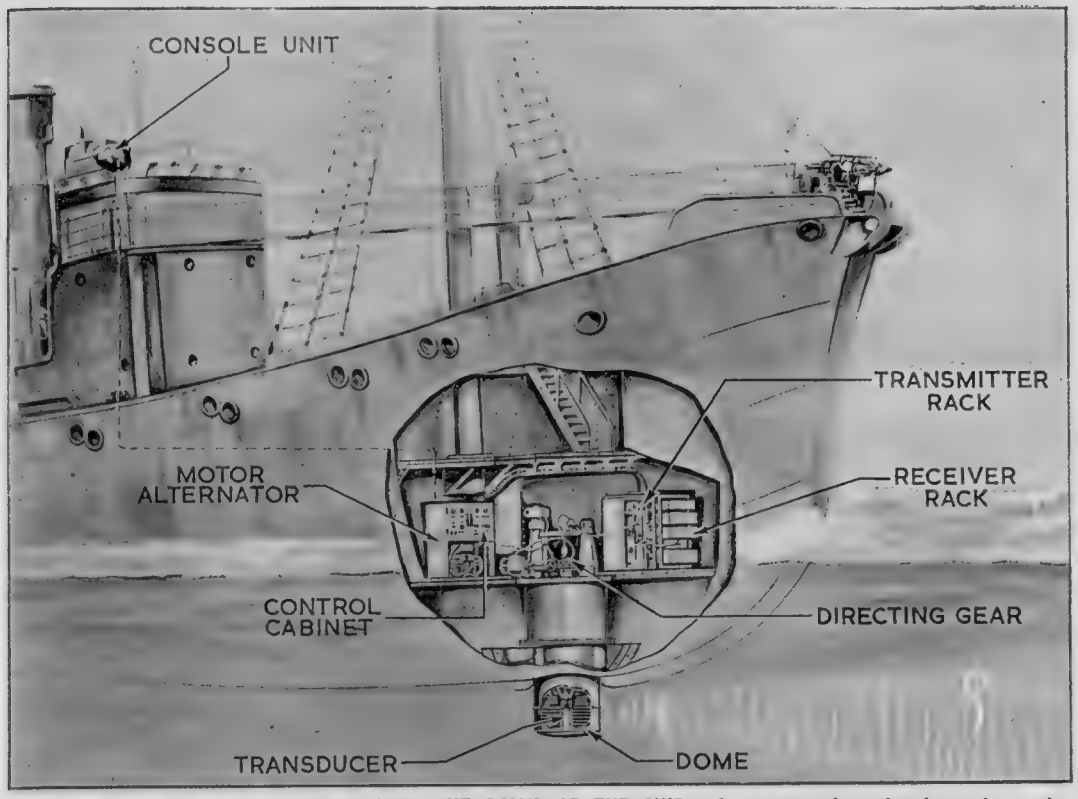
And then, in considering the St. Leger, there are also the fillies to be reckoned with. I suppose it is true to say that in most years the best filly is inferior to the best colt, and that you should, therefore, ignore the fillies except in those years when the colts are poor or when there is a filly, like Sceptre, who is obviously outstanding. Sometimes, of course, the two conditions coincide. They did in 1927, when Book Law, who had not enjoyed the hill at Epsom, won the St. Leger most convincingly.

Yes, undoubtedly the St. Leger is the most fascinating of all the Classics for the man really interested in horses. Take this year, for example. Is Pinza a very good horse? That we cannot now know, because of his lameness. Was Premonition really defeated in the Derby by the hill and nothing else? Was there, as some think, an "autumn horse" in this year's Derby field? Is there a filly to beat the colts? I wish I knew the answers.

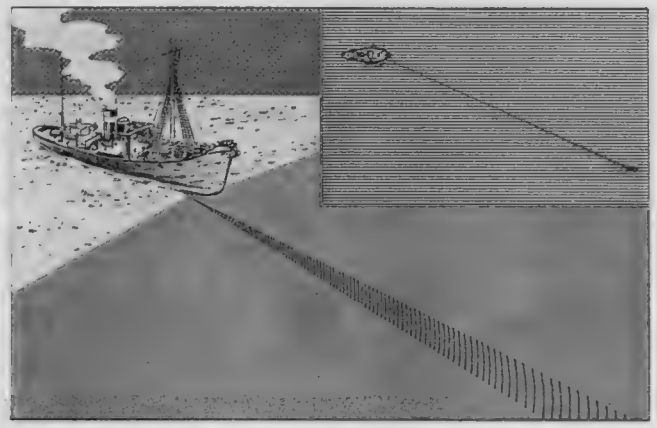
What does emerge is that Pinza's ailment, coming so late in the day, makes this a very open race, but it could be said to open the way to a royal victory, and what could be fairer than that in Coronation year, for Aureole has shown himself a brilliant colt and Pinza apart, dominated the other three-year-olds.

FINDING WHALES BY ECHO

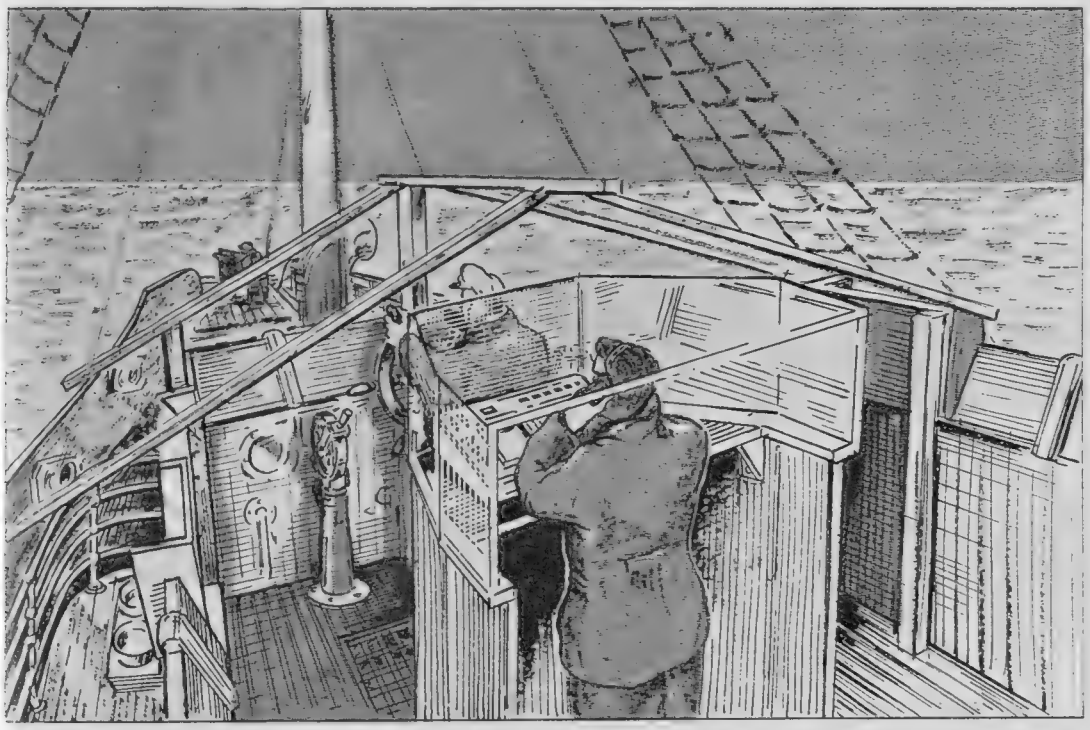
A Sound Echo Device Used During the War to Locate Submarines is Now Adapted to Improve Catches During the Whaling Season



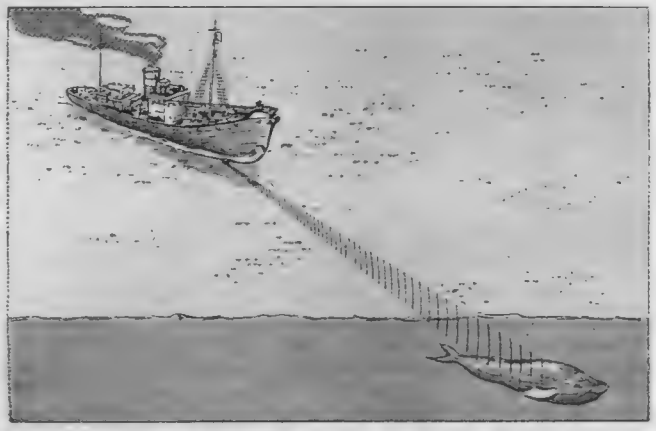
THE ECHO WHALE-FINDER IS FITTED INTO THE BOWS OF THE SHIP : A cross-section showing where the Echo Whale-finder equipment is positioned. The dome, which sends out a horizontal beam in the direction of the whale, can be fitted below the hull of the vessel. The Echo Whale-finder, developed by Kelvin & Hughes, is an adaptation of the echo-sounder used during the war to detect submarines. The equipment sends out a series of ultra-sonic sound pulses in a narrow beam which can be trained on an object at any angle. When this beam is trained in the direction of a whale, a proportion of the sound energy is reflected back to the ship. The operator watches and listens to the information transmitted on a console control unit above. By international agreement, there is a limit to the number of whales that can be caught each season. When roughly 10,000 whales have been taken by the whole fleet, the international inspectors bring the season to a close. As a result there is much competition among the vessels to catch as many as possible before the limit is reached.



CONTACT IS MADE WITH A SUBMERGED WHALE : The look-out man has already sighted a whale blowing ; the whale-catcher heads for the target, and as it approaches, the beam is trained in the direction of the whale. Some of the sound is reflected back to the ship, where it is amplified and recorded by the console unit above the bridge.



THE VESSEL IS STEERED INTO POSITION : The harpoon gunner, on the bridge, gives directions as the whale-catcher moves towards its victim. The harpoon gunner is kept in touch by the operator of the Echo Whale-finder, who is getting continuous information of the whale's position. The echo-finder is also being used by South African fishermen to detect the presence of stockfish up to 200 fathoms below.



THE WHALE-CATCHER BEARS DOWN ON ITS VICTIM : As the vessel approaches, the echo-sounding equipment enables the operator to estimate where the whale will surface, so that the harpoon gunner can be ready for action. The harpoon must be fired when the whale is close to the whale-catcher, and the echo soundings are accurate up to twenty feet.

NEAR THE END OF THE HUNT : *On left*—The whale is spotted as it surfaces, and the vessel is steered into the right position for the kill. The range of the whale is determined by the time interval between the transmission of the pulse and the reception of the echo on the whale-finder. This range is automatically translated into range on the recorder. *On right*—The harpoon is fired ; when the kill has been made, the whale is hauled alongside the catcher, and then towed to the factory ship, where it is prepared for oil extraction.

THE TENTS OF CAMP II NESTLE AMID THE ICE-FALL OF THE UPPER RAKHIOT GLACIER : Nanga Parbat's ice-falls have always presented an exceptionally difficult problem, and the victorious Austro-German expedition of 1953 had to go warily indeed. Twice, in 1938 and 1939, in bad weather conditions, the ice-falls halted very strong parties comparatively low down. In 1937 the disruption of one of these delicately-poised ice-masses overwhelmed Camp IV, killing all sixteen climbers and Sherpas in their sleep.

THE INTRICATE PATTERN OF CREVASSES AND FANTASTIC ICE-TOWERS OFTEN OFFERS NO WAY THROUGH OR ROUND, BUT ONLY UP AND OVER : Here delicate feats of ice-craft and exhausting bouts of toil with the ice-axe confronted the climbers of Nanga Parbat before safe steps, rope-ladders, or fixed rope hand-rails, could be provided for the heavily-laden porters.

A GREAT CREVASSE IN THE RAKHIOT GLACIER ICE-FALL : Delicate hues, from pale green through turquoise to deep blue, lurk in the shadows of the crevasses, and the glint of gold flashes on sunlit surfaces.

TWIN SENTINELS ON THE WORLD'S ROOF : The 10,000-ft. face of the northern summit of Nanga Parbat is here seen from the ice-fall. The summit soars to even greater advantage above the green slopes and larches of the Rakhiot Nullah, where German expeditions have traditionally placed their base-camps, after the long ascent from the deep Indus gorges.

NANGA PARBAT STORMED

PICTURES TAKEN DURING THE SUCCESSFUL AUSTRO-GERMAN ASSAULT ON THE GREAT HIMALAYAN PEAK WHICH WAS CLIMBED SHORTLY AFTER THE BRITISH SUCCESS ON MOUNT EVEREST

Only a few weeks after the British triumph on Everest, an Austro-German party attacking their old enemy, Nanga Parbat, brought off a mountaineering achievement second only in importance to the successful ascent of the world's highest peak. This 26,600-ft. giant of the Western Himalaya, first attempted in 1890 by Mummery, at the cost of his own life and that of his Gurkha porters, has claimed more victims, most of them members of a long series of German expeditions, than any other Himalayan venture. Its wicked ice-falls, the long, steep snow-slopes of the subsidiary Rakhiot Peak above them, the crest of which has to be traversed to reach the enormously long ridges leading onwards to the summit, are as formidable as the defences of Everest, except in one respect—altitude. Fearful blizzards, lasting several days at a time, and frequent devastating avalanches are features of a weather system particular to the mountain and of the steep instability of its enormous slopes. In 1934 ten men lost their lives, within a touch of success, trapped and cut off on the final ridge by the prolonged fury of a six-day storm : in 1937 sixteen perished under a fifteen-acre avalanche, which in an instant obliterated their ice-fall camp as they slept.

Perhaps the most remarkable feature of this hard-won success is that in the end it was almost miraculously achieved, in face of all the accepted canons of Himalayan climbing, by an Austrian member of the party, Hermann Buhl, who, starting out at dawn from the last high camp alone, made the solitary ascent to the summit, which he did not reach till 7 p.m., and then found himself benighted on the way down. By a fantastic stroke of fortune the night was comparatively warm, as nights go at such altitudes, and Buhl passed it standing on a rock which, at least during the early part, retained a trace of the warmth of a fine day's sun. Here he managed, with the help of medicinal aids, to retain a precarious hold on life till 4 a.m. when, frostbitten and suffering continually from high-altitude bemusement and hallucinations, he set off again to descend to Camp VI. In spite of the dangers of the descent in such circumstances, he was seen by his overjoyed companions at six o'clock in the evening staggering down towards them, and soon afterwards reached camp safe, speechless but happy, in the last stages of exhaustion.

While this remarkable—indeed, unparalleled—final performance goes to the credit of the individual climber, that for the success of the expedition as a feat of teamwork, in which climbers and porters shared alike, must go in no small measure to its organiser and leader, Peter Aschenbrenner, the fifty-two-year-old survivor of the 1934 disaster. He must surely feel that this long-delayed triumph for German and Austrian climbers, on the terrible mountain they have always made their own special target, vindicates the unswerving perseverance shown over the years in the deadly, bitter struggle which cost him personally so many friends.

Hugh Merrick.

BREAKING A FRESH TRAIL IN SOFT SNOW AT OVER 20,000 FT., A TASK THAT SOON EXHAUSTS THE STRONGEST CLIMBER : In 1934 all attempts to penetrate fresh snow on the lower slopes failed after a blizzard. Ten of the climbing party perished on the upper ridge, hopelessly isolated from the rescue parties below. ***On right*—A PERILOUS CROSSING :** Even ladders are used to ease the difficulties and assure the safety of the very heavily-laden porters.

A COLUMN OF PORTERS ON THE TRAIL THROUGH THE ICE-FALL TO CAMP II : The porters plodding upwards through the ice-fall, with enormous loads on their backs. They carried equipment and stores for the high camps, thus enabling the climbers to conserve energy for the final assault.

***On right*—**

THE CONQUEROR OF NANGA PARBAT : Hermann Buhl, returned from his astonishing feat, shows all the traces one might expect of "high-level deterioration" which often costs climbers who spend several days above 23,000 ft. a stone or more in weight. Buhl has been received with acclaim in Germany and Austria.

The UNIVERSITIES GET A NEW LOOK

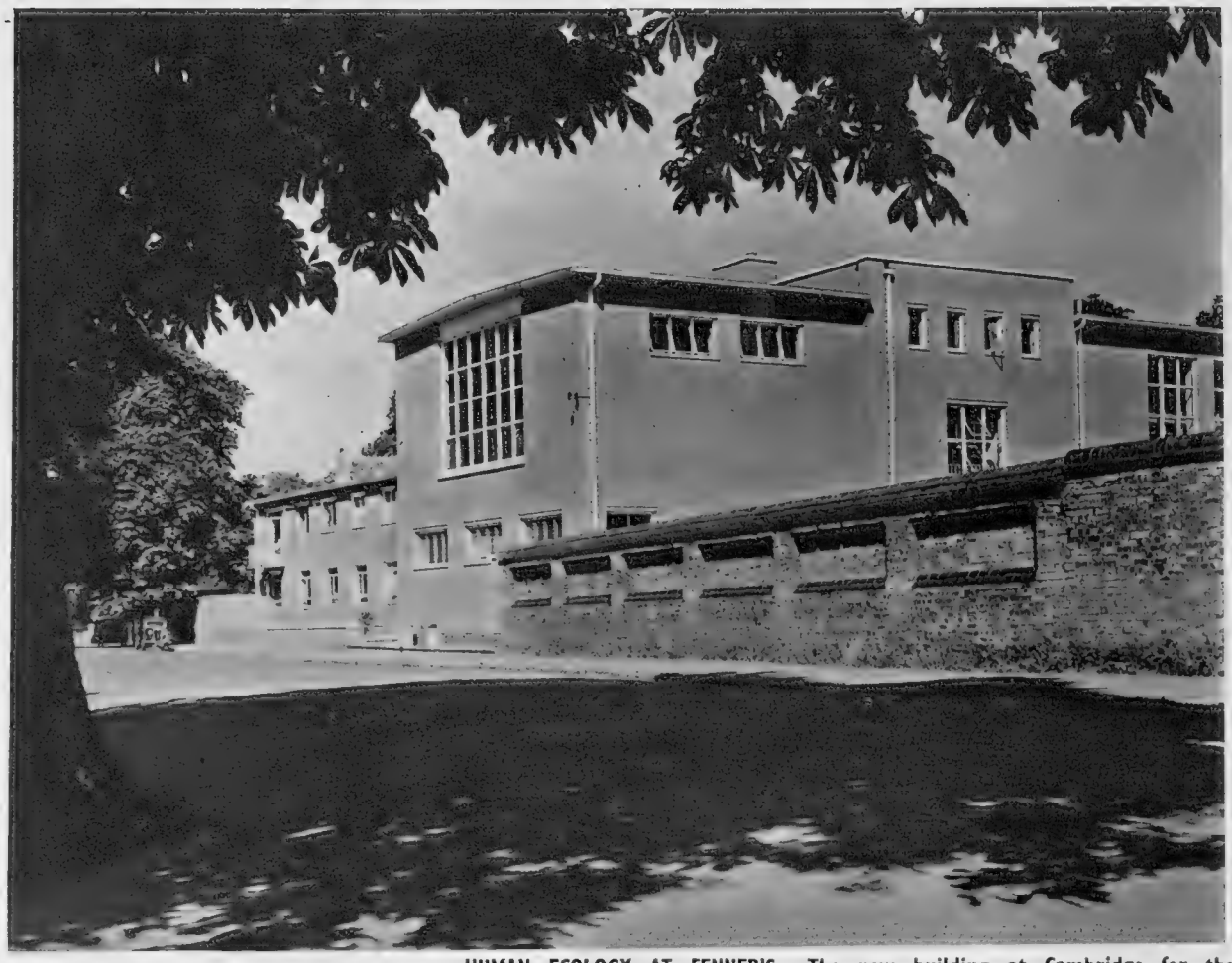
Oxford and Cambridge Begin to Solve their Housing Problems, and their Architecture Shows Some Interesting Innovations

Cambridge University and College authorities have this year made a great advance in improving accommodation and restoring and preserving existing buildings. In this, Cambridge have two advantages over Oxford: climatic conditions are not so detrimental to stonework; and the greater spaciousness of Cambridge makes the blending of old and new a less urgent problem in design.

Accommodation for science students is most in demand, and a new chemical laboratory is under construction. At the same time, a home for the Department of Human Ecology has been erected at Fenner's ground.

Several colleges are increasing and improving their internal accommodation. Christ's College will have next term a new block for forty or fifty undergraduates. St. Catherine's have taken over the old Bull Hotel, and have reconstructed a block adjoining Trumpington Street. Emmanuel is installing a large central-heating plant, and Magdalene have been making improvements to the river frontage.

At the same time colleges are brightening the appearance of their fronts. Over the main gateways of Christ's and St. John's, the coats-of-arms have been emblazoned in brilliant heraldic colours. At St. John's it is the coat-of-arms of the foundress, Lady Margaret Beaufort, whose name is commemorated in the title of the College's Lady Margaret Boat Club.



HUMAN ECOLOGY AT FENNER'S: The new building at Cambridge for the Department of Human Ecology (the study of man and his environment). The building is situated at a corner site of Fenner's ground.

A COLLEGE EXTENSION IN OXFORD: The new block at Wadham College, an interesting addition to the domestic architecture of Oxford. The building, which is in rubble-covered Bladon stone, is S-shaped and adjoins the south side of the seventeenth-century college buildings.

The new block at Wadham College, Oxford, illustrates the difficulties designers encounter at Oxford. There is general admiration for the S-shaped building, with its rounded pillars at the doorways. The block will contain a junior common room, a tea room, writing room and library, as well as twenty-three sets of undergraduates' rooms, all brightly decorated in original style.

But there is controversy as to the wisdom of building the new extension so close to the older part of the college. In fact, the south aspect of the college which contains the old library is now fully revealed for the first time. And, as in other modern buildings in Oxford, the new stone soon blends with the old, the contrast becoming one of design rather than colour and texture.

A NEW BLOCK FOR CHRIST'S COLLEGE: The new College buildings which will be in occupation at Christ's College next month. The new block is designed to accommodate between forty and fifty undergraduates.

On right—

When the Victorian edifice on Market Hill, Cambridge, known as Hobson's Conduit, was recently examined, it was found that the Ancaster stonework was badly eroded. It was decided to dismantle the fountain-head, but as the cost of a new fountain is at present considered prohibitive, nothing has yet been planned to take its place.

It has been suggested that the original conduit, which now stands at the head of the conduit-pipe near the Botanic Gardens, should be restored to its old position. This fountain-head, still in excellent condition, was built in 1614, and largely financed by Thomas Hobson, the celebrated carrier. It remained in the market place until 1849. The older fountain-head may yet regain its place.

A CHOICE FOR HOBSON'S CONDUIT: *On left*—The Victorian fountain-head in the Cambridge Market, known as Hobson's Conduit, is being dismantled by workmen because of erosion. *On right*—The original head of the Conduit, which stood on the market from 1614 to 1849, and which is now near the Botanic Gardens.

SQUADRON LEADER NEVILLE DUKE TAKES OFF DURING HIS ATTEMPT TO BEAT THE WORLD'S AIR SPEED RECORD : On the day of the official attempt the Hawker Hunter swept-wing jet fighter developed a fault, causing Neville Duke to crash-land, but on the previous day it was announced that the plane had reached an average speed of 722 m.p.h. (at one time flying at 741 m.p.h.) over the official three-kilometre course near Littlehampton and Worthing, Sussex.

As the opening day of the Farnborough Air Display drew nearer much attention was focused on the attempt being made by Neville Duke on the world air speed record of 715·697 m.p.h. Early on Tuesday, September 1, the pilot took off from Tangmere Aerodrome, Sussex, in his Hawker Hunter, but was forced to land in Surrey owing to an undercarriage defect. Although he made a successful landing on one wheel, one wing was damaged and the aircraft was put out of commission. However, on the preceding days, when Duke took the plane up on test flights, he attained an average speed of 722 m.p.h. over the official three-kilometre course, beating the speed made by the fastest American machine. Although it was 6 m.p.h. more than the existing world record it was not sufficient to beat the American claim by one per cent. (7·15 m.p.h.) which is required before a new record is recognised. After the abandoned official attempt a Hawker official said : "We have finished with practice runs. We shall now wait for the weather, and when it is propitious go straight into another attempt."

THE MAN WHO MADE BIG BANGS OVER WORTHING : Squadron Leader Neville Duke alights from the cockpit of his Hawker Hunter jet plane at Tangmere Airfield, Sussex, from which he made his attempts on the air speed record of 715·697 m.p.h. held by America.

SPEED IN THE AIR

PERFORMANCE—AND PROMISE

The Hawker Hunter Shows its Paces with Neville Duke at the Helm, and Farnborough Reveals the Future Pattern

BRITAIN'S FIRST HIGH-SPEED TOWED TARGET : This is the Type C.4, built on the latest delta-wing lines and filled with low-density foam resin to absorb punishment during shooting practice. It has been developed by the Aircraft Division of the Hawker-Siddeley's Group Air Service Training Centre to give air and ground defences gunnery practice at jet-plane speeds. Between "shoots" damage to the craft can be made good by filling cavities with resin and painting over with special paint. On landing, revolving of the target's wheels opens the towing-cable locks and releases a braking parachute.

On left—
THE BRITISH GUIDED ROCKET : The guided missile test vehicle, showing the Rocket fitted with its booster rockets. These enable the main section to attain supersonic speed.

A SEAPLANE FOR THE JET AGE : An artist's impression of the Saunders-Roe project for a swept-wing seaplane jet fighter. A model of the plane, exhibited at the Farnborough Air Display, was used for tests in water-tanks. The streamlined jet fighter, which is expected to go faster than sound, has retractable hydro-skis which enable it to land on snow or to take off from water after only a short run.

A "SEA MEW" TO HARASS SUBMARINES : The new light anti-submarine aircraft, which has been specifically designed for operation with escort carriers of the N.A.T.O. forces. One of the features of the "Sea Mew" is that it can be simply and efficiently produced at low cost. The plane, shown for the first time at Farnborough, has an Armstrong-Siddeley Mamba turbo-prop engine.

A NEW BRITISH AIRLINER : The four-engined airliner which has been designed by Handley Page to fly on short transport routes at low cost. The plane, which can be built economically, is expected to be able to fly from primitive airfields, and can carry thirty-six passengers. It is hoped that it will replace foreign pre-war and wartime aircraft now used on many of the world's short-route flights.

A GALAXY OF RADIO EQUIPMENT AT EARL'S COURT: The 1953 National Radio and Television Show was visited by more than 10,000 people on the opening day, despite dark corners due to the "guerilla" strike of electrical workers. A feature of this year's exhibits is the new large-screen television set displayed by several manufacturers. Automatic picture control and focus are among the advances seen in the new sets. Radio has not lagged behind, particularly in the sphere of portables.

The Home News in Pictures

THE 1953 RADIO SHOW AT EARL'S COURT

A New Radar Station; Two Grand Old People of the Stage; The "Cutty Sark" Exhibition and Old Figure-heads; The Opening of the 75th Gathering at Aboyne

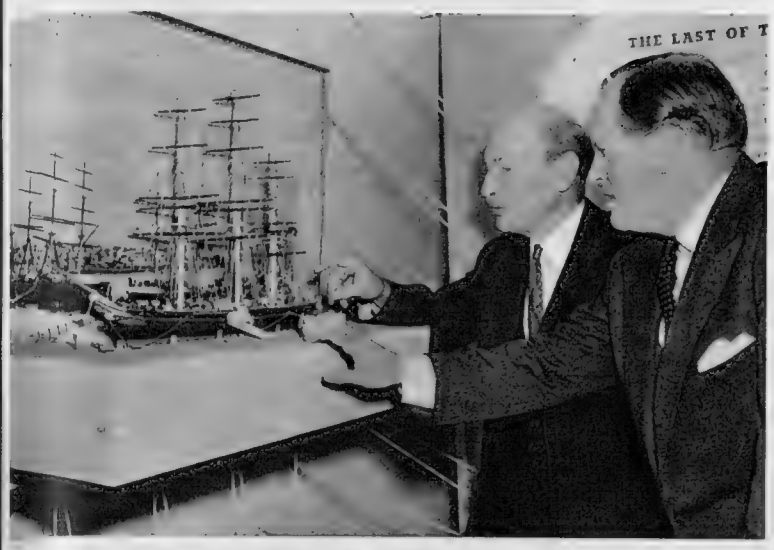
FANFARES AND LORD MONTGOMERY OPEN THE RADIO SHOW: Field Marshal Lord Montgomery, opening the Radio and Television Show at Earl's Court, said that great advances had been made in the field of electronics, and that a vast research effort was needed from the industry and Government research establishments to keep well abreast of developments. Lord Montgomery declared that there was no place in the Army for the soldier who refused to consult the scientist and underestimated the value of defence research. Among the Army exhibits at the Show is an Army radio set working while submerged in a water tank. Two of the most popular features of the Show are the B.B.C. studio shows and "live" television broadcasts.

On left—

WEATHER FORECASTS BY RADAR: The new metereological station near Crawley, Sussex, which will begin experimental weather observation in the upper atmosphere by radar-sonde next month. The new equipment operates up to a height of at least 100,000 ft., and has an accurate range up to 100 miles. The sonde units are carried up by balloons; when they burst, the units descend by parachute, and about half of them are recovered. There is a small reward for the finder. This is an entirely new feature of weather observation, and will be of great value to supersonic high-flying aircraft, radar and radio research, and developments in rockets and guided missiles. The new station will be one of a network of eight.

A SEVENTY-NINTH BIRTHDAY PARTY FOR HELEN HAYE: The celebrated actress seen cutting her cake during the party at the St. James's Theatre, where she is appearing as the Dowager Empress of Russia in the play *Anastasia*. Standing next to her and assisting in the cake-cutting ceremony is Mary Kerridge, who plays the name-part in the play. Also in the picture are Sir Laurence and Lady Olivier and Anthony Ireland (right).

A. E. MATTHEWS GOES TO A RIDING SCHOOL TO PRACTISE JUMPING FOR A SCENE IN HIS NEW FILM: The eighty-three-year-old actor shakes hands with young Anita Lee during his training at Stanmore Riding School, Middlesex. Although Mr. Matthews has been a horseman for many years he has never before ridden over fences. In the film, *O'Leary Light*, he portrays a Squire who is killed by a fall when taking a high gate on horseback.



THE "CUTTY SARK" EXHIBITION IN LONDON: Mr. Attlee and Mr. Richard Dimbleby, the radio commentator, seen looking at a model of the renowned sailing-clipper, one of the exhibits at the exhibition entitled "The Cutty Sark and the Days of Sail" at the Tea Centre, Lower Regent Street. The exhibition, which tells the story of Britain's sailing traders and which is made up of a substantial collection of relics from the *Cutty Sark*, was opened by Mr. Dimbleby at the beginning of September. It is due to close next Saturday. In April it was announced that the *Cutty Sark* was to be taken to Greenwich and there placed in a permanent dry-dock near the Royal Naval College. At the same time a Preservation Appeal was made for £250,000.

A FAMOUS MARITIME COLLECTION IS PRESENTED TO THE GREENWICH MUSEUM: Some of Mr. Sydney Cumbers' collection of maritime objects being removed from his home, "The Look Out," Gravesend, Kent, to the Greenwich Museum. The objects, which include figure-heads, model ships and various marine trophies, will eventually be on view in the *Cutty Sark*.

JEHOVAH'S WITNESSES CONVENE IN THE MIDLANDS: The scene looking towards the platform during the annual convention in the huge Granby Halls, Leicester. Seven thousand Witnesses thronged into the halls, and so huge was the crowd that the Convention overflowed into the car-park, where loud-speakers relayed the proceedings. At the nine-day world assembly held in New York recently, 82,000 delegates were assembled during a heat-wave.

THE HOME SECRETARY PRESENTS AWARDS TO AMERICAN AIRMEN FOR THE PART THEY PLAYED IN RESCUE WORK DURING THE EAST COAST FLOODING: Sir David Maxwell Fyfe is seen congratulating the men during the ceremony at the Home Office. The men are, from left to right—Technical Sergeant John J. Germaine, of Big Hollow Deposit, N.Y., and Airman 1st Class Jimmy Brown, of Chattanooga, Tennessee, both of whom were awarded the Queen's Commendation for brave conduct; Airman 1st Class Jake J. Smith, of Memphis, Tennessee, B.E.M.; Staff Sergeant Freeman A. Kilpatrick, of Opelika, Alabama, the George Medal; and Major Julian E. Perkinson, of Norfolk, Virginia, Honorary Member of the Order of the British Empire.

LORD NOEL-BUXTON WALKS ACROSS THE HUMBER: The crossing between Brough, in Yorkshire, and Whitton, Lincolnshire, was effected by Lord Noel-Buxton last week. He believes that the 1½-mile crossing proves the existence of a ford used by the Romans. Lord Noel-Buxton, who is 6 ft. 3 ins. tall, took seventy minutes to make the crossing, and was never more than hip-deep in water. He wore a lifebelt over his jacket and trousers.

THE CHIEFTAIN ARRIVES AT THE OPENING CEREMONY OF THE ABOYNE HIGHLAND GAMES: The Marquess of Huntly, preceded by his personal Standard, arriving at the Aboyne Highland Games, of which he is chieftain, accompanied by his family and Colonel W. Wilburn, chairman of the Games Committee. The Aboyne Games, the forerunner of the Braemar Gathering, was attended by 10,000 people. The Games began in traditional manner, with the raising of the Marquess of Huntly's Rallying Standard.

THE BIRD SANCTUARY IN A SMUGGLERS' HAUNT

Havergate Island, in Suffolk, Once the Home of Eighteenth-century Smugglers, is To-day the Delight of Bird Watchers

THE Ore is the most northerly river draining into the Thames Estuary, and is also one of the most dangerous round our coasts. About a mile out from Orford Quay, the river divides round a mudbank, perhaps 5 ft. high, two-and-a-half miles long and half-a-mile wide at its broadest point, enclosing a river-level space of mud and saltings: Havergate Island.

The avocets have returned to Havergate, the only spot where they breed in this country. These waders, migrants from Holland, were once common here, but by 1824 they had, to all intents, disappeared. Ornithologists have failed equally to decide why they left us and why they have returned. An old book on Suffolk birds, attributing their increasing rarity to the fen reclamation, lists more than forty isolated avocets seen over some years in the county. As each entry concludes with the word "Shot," and as there was a special pudding, made in Norfolk, of which an essential ingredient was avocets' eggs, perhaps the only reason for surprise is that they ever came back.

Land on the island and enter one of the hides erected as observation points for visitors. Below, on the lagoons and on the mudbanks, there is presented a wonderful sight. There is a colony of sandwich terns, and common terns or sea swallows, which the Suffolk man calls "cobs," cleave the air. Black-headed gulls swoop and surge, while sheld-duck, with convoys of ten to sixty youngsters, placidly sail up and down, occasionally standing on their heads, as all ducks do. Baby gulls, in fuzzy grey coats, totter about, and a young heron, so tiny that the minute cove

THE AVOCET, PRIDE OF HAVERGATE ISLAND: A mother turns her eggs over on the Suffolk island. The curious, upturned beak of the avocet has given this magnificent creature the old name of "the awl bird."

in which he stands must seem a great bay, surveys this odd world of mud and water. This year a ruff has come too, a bird wearing a huge Elizabethan collar which gives it its name, now almost extinct owing to its popularity with specimen collectors.

And then, suddenly, one sees the avocets.

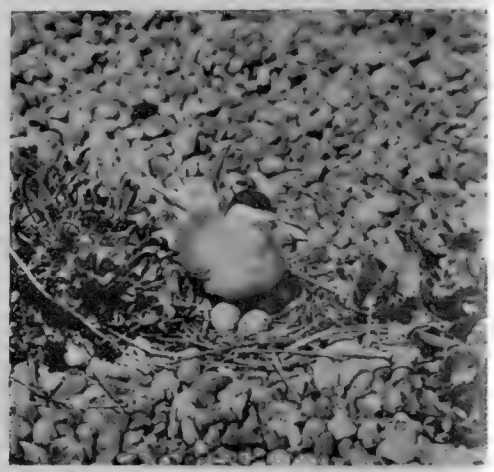
They are magnificent. They are long-legged birds, and, when standing, remind one of a proud cockerel, so upright is their stance. With a curious tripping step, they walk into the water and, with their long, upturned beaks, sweep along under the water as though brushing up their food. And then, with a great flapping of wings, they take to the air, displaying the boldest and most beautiful markings, jet black on snowy white. Their strange and mournful peeping cry, their conspicuous appearance and their elegant flight make them unmistakable, unforgettable.

Perhaps, in Suffolk, we redeem ourselves, for though they are disparagingly referred to as "them 'aversacks," the fact remains that when they returned in 1948 about five pairs were seen, while 1953 counts fifty-three breeding pairs of avocets on Havergate.

Before the war (during which the island became a prohibited area) and, of course, before Havergate was a bird sanctuary, the island was regarded as one of the county's richest grazing-lands. In those days it was rented to farmers who would buy cattle from as far afield as Northumberland, as the old drover tells. While they lived on Havergate they were in the charge of a cattleman who lived with his herd, using Margaret Catchpole's cottage, that one-time cache for smugglers' hoards, for his summer home.

It is not possible to live long in Suffolk without hearing some mention of her two notorious women, both outcast. One is the rather tiresome Maria Martin. The other is Margaret Catchpole, whose cottage on Havergate Island has now disappeared.

THE BARREN, WINDSWEPT ISLAND THAT HAS BECOME A BIRD SANCTUARY: Havergate Island when the River Ore is at low tide, leaving the mudbanks lying on shingle. The island, two-and-a-half miles long and, at its broadest point, half-a-mile wide, is surrounded by a mudbank, round which the river divides.



BROODING NEIGHBOURS ON A ROMANTIC ISLAND: *On left*—The avocet, with its long, upturned beak and beautiful markings, jet black and snowy-white. *On right*—The common tern, or sea swallow, known in Suffolk as the cob. Inhospitable Havergate has, in recent years, become a sanctuary for these birds.

ANOTHER RESIDENT IS THE BLACKHEADED GULL: The commonest of our sea-birds has become so tame that it will steal poultry food from the back gardens.

THE OLD SMUGGLERS' COTTAGE ON HAVERGATE: This cottage, which has now disappeared, was once the home and smuggling base of Margaret Catchpole, the Suffolk girl who, some 150 years ago, was twice sentenced to death and both times escaped hanging.

Margaret was the daughter of a farm labourer, and her eventful and tragic life was bound up with that of a smuggler called Will Laud, whom she was unfortunate enough to love devotedly.

Smuggling was no child's play, but a dangerous, bitter battle between Preventive officers and adventurers, when endurance was pitted against endurance, wits against wits, determination against desperation. Eventually, with the Preventive men hard at his heels, Laud fled to London, and Margaret, to follow her lover, stole a horse from Ipswich. Horse-thieving was then a hanging matter, and when she was caught she was taken to Bury St. Edmunds for trial, convicted and sentenced to death. She defended herself so eloquently that she was reprieved and condemned to life imprisonment in Ipswich Gaol. There she worked in the laundry, and one day saw Laud, also serving a sentence on some minor charge. They arranged to escape, and had got some distance when they were captured. Laud was shot in the ensuing battle, but Margaret, on whose head there was now a price, was taken alive. Prison-breaking was also a hanging affair, but Margaret was again reprieved and was transported to Van Diemen's Land, where she lived and died. She must be unique in having been convicted twice and twice escaped the hangman's rope.

This, then, is Havergate Island, a desolate marsh, now bare of vegetation except for the coarsest grasses and such plants as sea lavender and marsh samphire, howled over by the wind, inhospitable, ugly—yet one of the most romantic, most intensively watched islands round our shores.

Ann James.

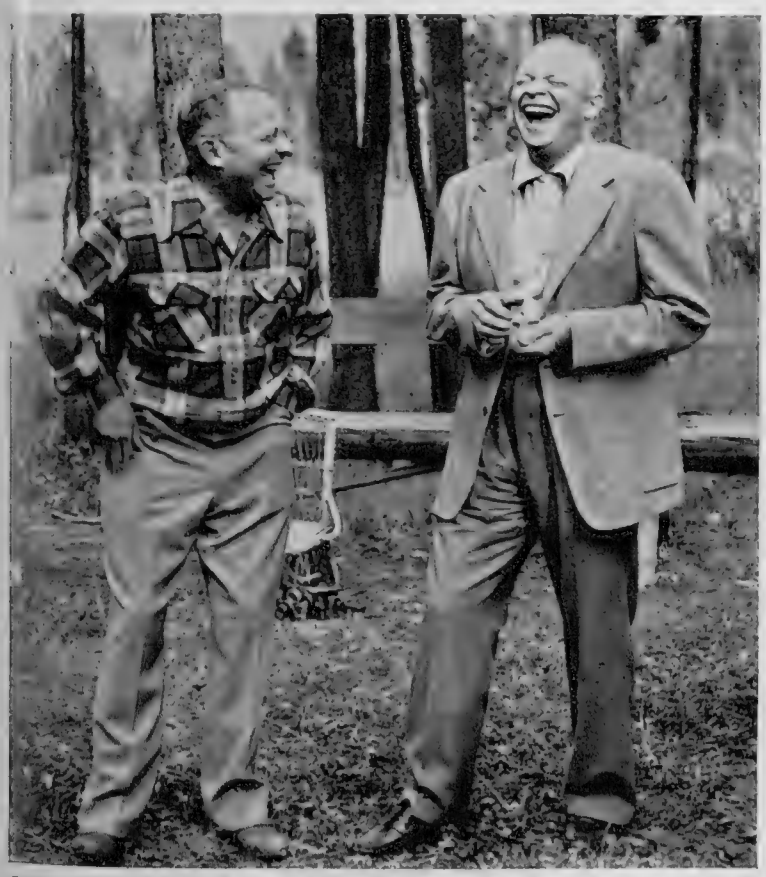
PERSONALITIES
IN THE POLITICAL FIELD

The Far East Conference Preparations; Adenauer and the Bismarcks; Colonel Rudel and the Neo-Nazis; Neguib in Saudi Arabia; President Eisenhower on Holiday in the Denver Wilds

PREPARING THE WAY FOR THE FAR EAST PEACE CONFERENCE : Baron Silvencruys, Belgian Ambassador to the United States, Sir Roger Makins, the British Ambassador, You Chan Yang, the South Korean Ambassador, and Mr. John Foster Dulles, U.S. Secretary of State, discussing preliminaries of the conference at an informal meeting in Washington. While Mr. Dulles was thus preoccupied with Far Eastern affairs, he none the less found time to turn his attention to the West and to make a pronouncement regarding the West German elections which brought him under heavy fire from all the German parties.

RUDEL PLAYS A NON-SPEAKING PART IN THE GERMAN GENERAL ELECTIONS : The former German Air Force colonel arriving in company with his mother at the Rotmain Hall, in Bayreuth, for an eve-of-the-poll rally of the German Empire Party. The Bavarian Ministry of the Interior forbade Rudel to speak at the meeting, but the manuscript of his speech was read by a colleague and loud applause punctuated the reading. Rudel is only one of many former Nazi Party activists who have deliberately found places in the various Party machines in post-war Germany. The former Nazis, and the ex-officers in all the Right Wing parties, are demanding, in simple and emphatic terms, the right of German people to take pride in their past, not least their record in the war.

R. ADENAUER, ON THE EVE OF THE WEST GERMAN GENERAL ELECTION, PAYS A VISIT TO PRINCE OTTO VON BISMARCK, GRANDSON OF PRUSSIA'S IRON CHANCELLOR : The Chancellor seen with the Prince and Princess outside Hermannsruh Castle, where he had seen the tomb of Otto Von Bismarck. The visit took place in the course of the Chancellor's final tour before the elections.



PRESIDENT EISENHOWER ON HOLIDAY : The Chief Executive joining in a joke with Axsel Nielsen, Denver businessman and owner of the ranch in the Rocky Mountains where he has been spending part of his holiday. The President, while away from Washington, has kept in close touch with affairs, and he authorised the loan of 45,000,000 dollars to Persia.

GENERAL NEGUIB HAS A WORD IN THE EAR OF KING IBN SAUD : The Egyptian President seen with the seventy-three-year-old King of Saudi Arabia who, seated in a wheeled chair, received him at the Royal Palace at El Taef. The visit came at the end of Neguib's pilgrimage to Mecca and neighbouring holy places. The President has been concerned at the necessity for strengthening Egypt's alliances with neighbours. Meanwhile, in Egypt itself his aides are at pains to stamp out the influences of the last regime. On September 6 it was announced that Mustapha Nahas, formerly Prime Minister and leader of the Wafd, would be brought to trial before an anti-corruption court.

A CAR WITH A PERSONALITY

The New Wolseley Four Forty-four, With Elegant Styling, Is an Economical Car, Yet Giving All the Speed, Acceleration and Flexibility Demanded by the Average Motorist

BY "THE SPHERE" MOTORING CORRESPONDENT

THERE are few family saloons selling for less than £1,000 which offer better value for money than the new Wolseley Four Forty-four. It costs £844, and £294 of that is purchase tax. Powered by the 4-cylinder, 1¼-litre overhead-valve engine which has helped to make the M.G. Midget famous the world over, the new Wolseley gives all the speed, acceleration and flexibility demanded by the average family man and is economical to run.

I decided, after road-testing the Four Forty-four, that it is a car with a personality. It gives you the impression that it is not a car that has come off a high-speed, mass-production assembly line. The styling is elegant, with lines that blend into a harmonious whole, yet the design team has managed to provide a roomy interior, with plenty of leg room back and front, a good field of vision, ample door openings and a large luggage boot containing a vertically-mounted, readily-accessible spare wheel.

The ratios of the four-speed gear-box have been selected in such a way that you can forget the bottom gear unless you are starting on an up-gradient or are baulked on a really stiff hill. Acceleration up to 30 m.p.h. is not sensational, but after that the car pulls away quickly and smoothly and has an acceptable top-gear performance, with a quiet-running engine.

Steering is light and positive, and the suspension—independent at the front, with long, rubber-mounted leaf springs at the rear—gives a smooth, soft ride without any sacrifice of stability on corners.

A friend put up an idea the other day which I liked very much. "Now that we get so many motoring visitors from overseas," he said, "why don't we do more to identify our wonderful old towns and beautiful villages? I 'm sure that many of our motorist visitors from abroad pass through without knowing the names of half of them."

He went on to suggest that every post-office should display a bold yet artistically-designed sign giving the name of the community it serves. Excellent! Most, if not all, post-offices already have their town or village name outside, but it is usually so small as to be unseen by passing motorists.

I would go further and urge all brewery and hotel companies to display the local place-names outside every inn, tavern and hotel. We are, seemingly, still very invasion-minded. In an emergency we could quickly pull the names down, as we did before.

The display of these place-names would be greatly appreciated by British motorists as well as by the foreign tourists whom we do so much to encourage, but neglect so badly—with badly-run hotels, for one thing—when they *do* come to Britain.

I have had one or two queries in the last few weeks about the use of chromium-plated steel cylinder liners. My opinion is that it is a good investment to have them fitted when your car needs a rebore after 30,000 or 40,000 miles. The well-known Cromard liners made by the Laystall Engineering Company have a guaranteed life of 100,000 miles, but much greater mileages are, in fact, obtained often without renewing pistons and rings.

Chromium liners are particularly useful in cars which habitually do only short journeys, like those used by doctors, running from house to house and never getting really warm. For it is an established fact that most engine wear occurs when it is being started from cold, with a rich fuel mixture tending to wash the protective coat of lubricant off the cylinder walls.

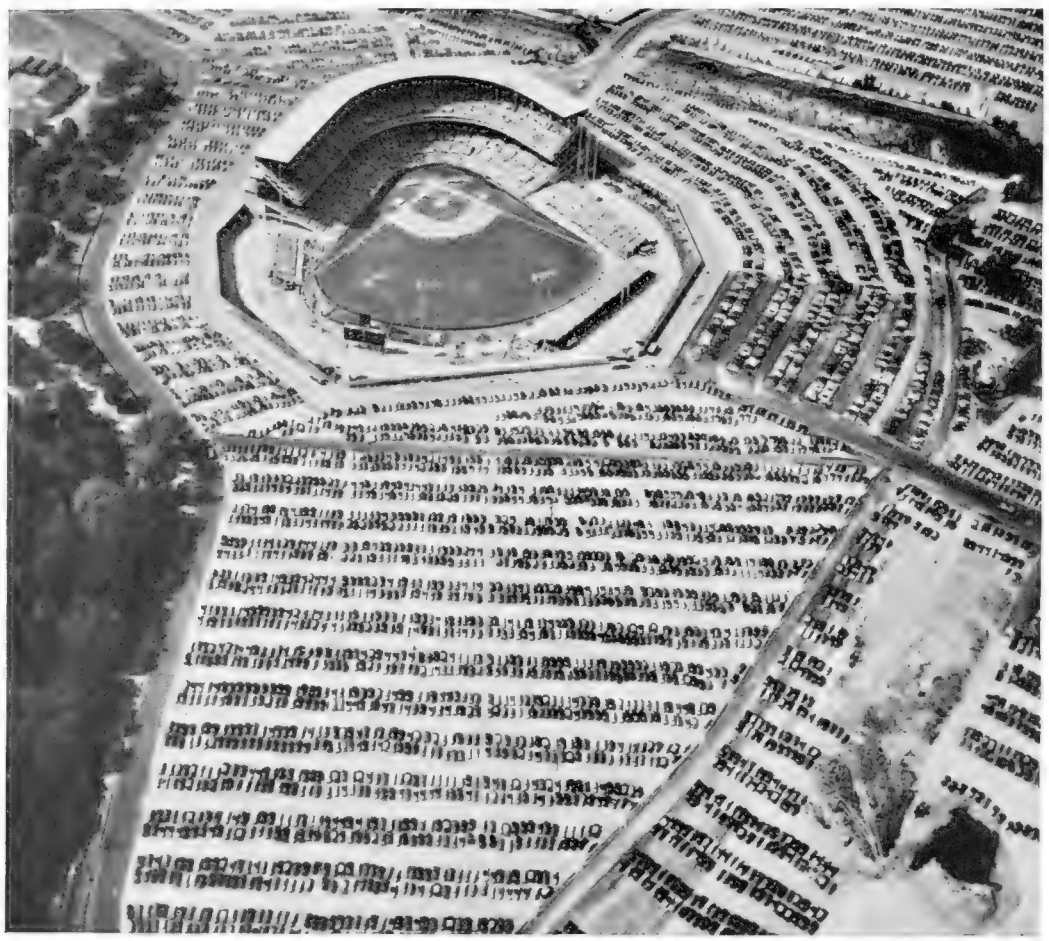
Corrosion and abrasion are the two enemies against which chromium liners can protect an engine. The liners, finished to very fine limits, preserve the original bore, and so prevent the "unbalance" which sometimes occurs when cylinders are merely rebored and fitted with oversize pistons.

Chromium liners are not very expensive. For a Hillman Minx they cost £13 16s., including the cost of the rebore, but excluding the cost of dismantling the engine and putting it back again. This figure also excludes the cost of new pistons. A simple rebore costs £3 4s. for a Minx—plus the cost of taking out the engine and putting it back again—and cast-iron liners cost £10 12s., including rebore.

The Vauxhall distributors at Mansfield, Notts., have taken the lead in obtaining for Velox and Wyvern owners the chance of buying a Laycock-de Normanville overdrive conversion kit for their cars. Laycock Engineering Limited have produced a kit which costs £58 15s., plus a fitting charge of £7 10s.

It turns a three-speed gear-box into a five-ratio unit, with two special benefits: a useful high second gear and quiet, economical running at cruising speeds of 50 m.p.h. or more.

Following successful tests with a Velox and a Wyvern fitted with this conversion unit, it is now in production, and will soon be available from Vauxhall distributors and dealers in many parts of the country.



A MOSAIC OF CARS AT AN AMERICAN STADIUM: This aerial view shows some of the thousands of cars parked at the Milwaukee Stadium during a recent baseball game. Despite record crowds at near-by Wisconsin State Fair, the Stadium was thronged to capacity.

The overdrive is controlled by a switch on the gear lever, and when this switch is in one position overdrive comes into operation automatically—on the Velox—at a speed of 36 m.p.h. in either second or top gear.

The fuel economy, quiet running and reduction in engine wear made possible by the Laycock-de Normanville device is made obvious by the fact that in "overdrive top" the Velox is geared at 23.6 m.p.h. per 1,000 r.p.m., instead of 18.4 m.p.h. per 1,000 r.p.m.

If you see a strange-looking vehicle of the shooting-brake type running around in the Farnham area of Surrey, it may well be the Diesel-engined utility saloon designed and built by Mr. David Morgan, who runs a garage and breakdown service at Wrecclesham.

It is a most interesting vehicle and a good example of the successful use of a compression-ignition engine. Mr. Morgan built his car round a 6-cylinder Perkins unit mainly for use as a light recovery tender in connection with his business. But he finds it useful for all kinds of other work. It is not a particularly handsome vehicle, but it can take up to ten passengers, has a top speed of 60 m.p.h. and does 30 miles to the gallon.

The engine is centrally mounted, there is a four-speed gear-box and the vehicle can tow vehicles up to 2½ tons. "It cost £1,100 to build, including £400 for the engine," says Mr. Morgan. This figure relates to materials only. Many hours of work were entailed at Mr. Morgan's garage, but he has called it "a labour of love."

ONE OF THE LAST RACES TO BE WON BY A FERRARI: Alberto Ascari seen at the wheel of his car which, together with his co-driver, Guiseppe Farina, he drove to victory in the International 625-mile race at Nuerburgring, West Germany. Ferrari cars will be racing for the last time in to-morrow's Grand Prix of Italy, Enzo Ferrari having decided to give up racing the celebrated cars.

George Monkhouse, "the man with the camera," has brought out a revised edition of his popular book *Grand Prix Racing*, and the additions and amendments make it an even more valuable book of reference for motor sport enthusiasts.

It is published by Foulis at 42s., and now contains 241 pictures and a comprehensive table of racing results from 1894 up to and including last season.

Another recently published volume that is worth its place in any motoring library is *Crazy Journey* (Foulis. 12s. 6d.), in which Alan Hess, of the Austin Motor Company, tells the story of his drive last February in an A40 saloon from the Equator in tropical East Africa to Jokkmokk, on the Arctic Circle. Driving day and night, Hess and his two companions—racing driver Ken Wharton and driver-mechanic Ron Jeavons—completed over 8,000 miles in eleven days.

Since the "no parking" ban was extended in London on September 8 there are 42 miles of streets in the central and outer areas where motorists are not allowed to leave their cars between 11.30 a.m. and 6 p.m. The latest extension of the "yellow band" scheme, which brings a total of five more miles of London streets under the ban, was decided on by the Minister of Transport, Mr. Alan Lennox-Boyd, on the recommendation of the London and Home Counties Traffic Advisory Committee.

The object of the scheme is to relieve the traffic congestion in London by ensuring a freer traffic flow through streets which are often blocked by parked cars. The new restrictions affect fifteen streets in the City of London and the Boroughs of Holborn, Westminster, Kensington, Chelsea and Paddington. In the outer area fifty-four streets in twenty-eight boroughs and urban districts are affected and seven local authorities now have "No Waiting" for the first time—in eighteen streets.

Motorists will have noticed how blatantly the "yellow band" restrictions are flouted in some areas. Well, take care! For Scotland Yard have announced that the no-parking regulations are going to be much more rigorously enforced from now on.

Although thirty-one fewer people were killed on the roads of Britain in July this year compared with the same month in 1952, the number of seriously injured rose by 482 and those slightly injured by 1,387, giving a net increase of 1,838 in the casualty total.

For the third successive month casualties topped the 20,000 mark. Included in a total of 22,836 were 424 killed, 5,604 seriously injured and 16,808 slightly injured.

In announcing these grim figures the Transport Ministry stressed the unhappy fact that in the first six months of the present year over 8,000 more people were injured and nearly 200 more were killed than in the same period last year. More than one-third of this increase, said the Ministry, was accounted for by the following twelve towns: Glasgow, Southampton, Nottingham, Liverpool, Leeds, Manchester, Bradford, London (Metropolitan Police District), Leicester, Birmingham, Bristol and Sheffield.

There is no panacea for road deaths. The terrible toll can only be reduced by action along many different lines, including the provision of better roads, the inculcation of a greater sense of courtesy among all classes of road users—pedestrians and cyclists included!—road safety education in schools and the provision of many more mobile police, not to hound motorists but to carry out the "courtesy cop" role that has proved so effective.

Congratulations to Mr. David Brown, head of the Aston-Martin concern, on his second successive victory in Britain's second nine-hours race—at Goodwood, Sussex. In winning at an average speed of 78.94 m.p.h. Reg Parnell and Eric Thompson, co-driving a 2.9-litre Aston-Martin DB3, completed 297 laps of the 2.4-mile circuit, a distance of 713 miles or thereabouts.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

THE EXCAVATION OF A BRONZE AGE VILLAGE IN SUSSEX : Boys on holiday are seen helping members of the Brighton and Hove Archæological Society during the final stages of their work on Itford Hill, near Lewes. The site of the digging is believed to be that of a Late Bronze Age settlement, dated about 800 B.C., and looks down on a stretch of Sussex coast. It has taken five years to complete the excavations, which have resulted in many valuable finds.

UNEARTHING THE PAST

By Design and by Accident, the Relics of Civilization of Different Eras are Unearthed in England, Greece and West Africa

After working for five seasons, the Brighton and Hove Archæological Society has now completed the excavation of a site on the seaward side of Itford Hill, near Lewes. They have discovered a settlement of the Late Bronze Age, about 800 B.C., and the excavations reveal that the inhabitants were by no means as uncivilised as was once assumed.

The site of their huts is revealed by post-holes. Pottery and a cup which have been unearthed are evidence of Bronze Age crockery and kitchen equipment. The discovery of clay loom weights suggests that the inhabitants spun and wove cloth, while the skeleton of an ox, a pronounced layer of ash and a hut containing burnt flints give rise to the belief that the Bronze Age man ploughed the Sussex uplands and cooked the meat of cattle.

Isolated huts have been excavated before, but this is the first large group of Bronze Age huts which has made detailed examination of a community existence possible. The rich finds made by Mr. G. A. Holleyman and Mr. G. P. Burstow and their assistants will make a considerable contribution to archæological knowledge.

A RELIC OF AN UNKNOWN CITY : A vase reconstructed from pieces of pottery found in the temple of a city discovered on the Greek island of Chios. It is thought to be the work of a civilised and fairly wealthy community.

THE SITE OF A TEMPLE OF 600 B.C. : The ground plan of the temple sited on top of a hill near the village of Emporio, in southern Chios. It is part of a city which was discovered by Mr. John Boardman, Sub-Director of the British Archæological School in Athens, while excavating a Byzantine fortress on the Greek island. The ruins, which date back to 600 B.C., are unknown, and do not correspond with those of any city mentioned by ancient historians.

On left—

AN ANCIENT CITY IS UNEARTHED IN ANGOLA : The ruins of the cathedral of Cambambe which have been discovered by etymologists near the falls of the River Cuanza, in Portuguese West Africa. Cambambe was the scene of fierce battles in the seventeenth century, when its fortress, which has also been unearthed, was besieged.

The World of Books—By VERNON FANE

SOME OBSERVATIONS OF TRIALS

Sir Travers Humphreys' Legal Reminiscences Make Absorbing Reading; the Story of Flight, from Balloons to Supersonics

FEW living lawyers, either on the Bench or off it, have had so long and wide experience of criminal law as Mr. Justice Humphreys. A BOOK OF TRIALS, by Sir Travers Humphreys (Heinemann. 15s.) will therefore have a special interest for criminological addicts, and it must also be of unusual interest to the general reader, for Sir Travers Humphreys, for all his judicial and legal training, writes easily and simply and with human understanding.

He begins with an examination of what he calls "Three Old Trials," each of which has a peculiarly human interest. The second part of his book concerns trials in which he was engaged as counsel, ranging over Oscar Wilde, the Crippen case, Bottomley, the Gutteridge case, Bywaters and Thompson, etc. In the third part he deals with some of the cases which he tried, including John George Haigh, and he concludes with "Some Observations on the Case of Mrs. Barney," in which he deals with some of the statements made by the late Sir Patrick Hastings in his book, *Cases in Court*. Sir Patrick was, of course, leading counsel in the Barney case, and Sir Travers Humphreys finds "most intriguing" the "difference between Sir Patrick and myself in the views which we formed of the strength of the case for the prosecution."

Without a doubt this is the most absorbing book of legal reminiscences to have been published for some time.

Shortly after the First World War I remember hearing the late Rudyard Kipling advising a young publisher to get hold of anything and everything written about flying. At that time the literature on the subject was exiguous and he foresaw its development with the uncanny prescience he always had for such things. Though I doubt whether even he could have foreseen to-day's supersonic developments.

THE FLYING OMNIBUS, edited by Paul Jensen (Cassell. 15s.), looks to me like a winner, for it covers the whole story of flight, from balloons to supersonics, beginning with a story by Edgar Allan Poe and ending with an imaginary story of flight in the future which seems to set the seal on every kind of fantasy in this field, apparently so closely related to fact.

It is, of course, an anthology and, as such, easy to be captious about; in this case more on the score of its omissions than of its contents, which are excellent. For instance, I wish that Mr. Jensen could have found room for a piece of that classic of the first war, *The Diary of an Unknown Aviator*, and in his section on the last war I could have spared one or two of his pieces in exchange for some of Richard Hillary. But these are small points, no doubt beyond his control, and, as I have said, it is a first-rate book and, I believe, unique of its kind.

From the same publishers comes A WORLD TREASURY OF PROVERBS (Cassell. 21s.), which contains more than 15,500 proverbs, drawn from twenty-five languages and even more nations, each traced to its source and attributed to its national origin and to its author, if any. The value of compilations of this sort largely depends not only upon skilful editing, but also upon equally skilful indexing. This book is worthy to take its place alongside *The Oxford Dictionary of Quotations*, and I cannot think of any higher praise for it.

Mr. John Moore has, with a few books, established himself as a novelist of first importance, and I for one have derived much pleasure from his work. Most fiction writers worth their salt turn out short stories from time to time, and some of them make a great success of it, notably Mr. Somerset Maugham. But, as critics have said before and will, no doubt, say again, the art of the short story is very different from that of the novel, and success in one field does not necessarily argue even competence in the other. TIGER, TIGER, by John Moore (Collins. 10s. 6d.), is not only a short book, but it contains sixteen stories. They can, therefore, be said really to be short. Like all such collections, it is, of course, uneven. Some of them are mere anecdotes which leave no scope for the development either of character or of action. Others, on the other hand, are very good, notably "A Cold Wind Blowing," which seems to extend Mr. Moore's considerable powers to their fullest. All the same, it would do this author no harm to put himself to a course of study of the short-story technique of Mr. Somerset Maugham.

SIR ALEXANDER KORDA IS AWARDED THE GOLDEN LAUREL TROPHY AT THE INTERNATIONAL EDINBURGH FILM FESTIVAL: Sir Alexander and Lady Korda admire the trophy awarded by David O. Selznick and presented by Mr. L. W. Aldrich, the American Ambassador, to the European film-maker whose work through the year has made an important contribution to international goodwill and understanding. A similar trophy, the Golden Laurel Award, is given annually for the film adjudged to be the one most likely to promote mutual understanding and goodwill among the peoples of the world. This year it was awarded to Charles Freud, director of *The Cruel Sea*, Sir Michael Balcon's Ealing Studios production.

Miss Olivia Manning is another writer who has an established reputation among the discerning. A DIFFERENT FACE (Heinemann. 10s. 6d.) cannot fail to increase her stature as a novelist.

Hugo Fletcher had no desire to return to Coldmouth, the malignant scene of his unhappy childhood and his youth. Yet perhaps he had a reason, which might have been the repayment of a debt he felt he owed to himself. Exiled in Egypt, he falls for the offer of a partnership in a new school and uses up all his savings to achieve it. Through his action he seeks to seal a new *status quo* and to restore his confidence and self-esteem. But the whole project has failed even before he steps ashore after so many years of exile, and that is only the beginning of the story.

In this story Miss Manning once again underlines the distinctive quality of her work in the effortless interplay of character and external events. It is a remarkable novel by any standards, written with unerring perception and balance, whose effect is considerably sharpened by the suspense of a story well told.

In one of her learned essays in higher criticism the late Virginia Woolf once said that you could do almost anything with the novel. Even a brief run over the field, from Kafka to P. G. Wodehouse, from E. M. Forster to Erle Stanley Gardner, will produce enough evidence to support her contention. Yet the novel, being largely a social document, tends to throw up patterns, or schools, if you like to call them that, sometimes regional and sometimes little islands of conduct in social and contemporary life.

Perhaps the most prolific of these schools, at any rate among female novelists, is the small rural community, usually centred round village life and the interplay of defined rural characters together with some eccentrics who presumably could exist nowhere else. In the two novels which follow, both heroines, if I may use that old-fashioned term, are the daughters of clergymen. And the clergymen are of a well-recognised type of classical scholar, vague, charming and ineffectual in all but their ultimate relationship with their lively daughters.

AGAINST THE STREAM, by Gwenllian Meyrick (Hodder and Stoughton. 10s. 6d.), takes its title from Erasmus, who denounced "the extreme stupidness and folly of that sex" in seeking to compete with men in their own sphere. Diana Pemberton had read classics at Cambridge and had been to Rome and Athens with her father, a charming character, steeped in the humanities. When she had been married for thirteen years and had three children now at school; with her husband, a man with a busy professional practice, at work all day, she found time dragging heavily in the small country town in which she lived. She was offered a job as curator of a small museum. Her mother didn't like it at all: her best friend, Harriet, thought she was crazy. "Men aren't interested in career women. They like a woman to satisfy them, amuse them, flatter them, listen to them. You're in for a lot of trouble." Rupert, her husband, on the other hand, said that it wouldn't affect him in the slightest. "I'm out all day, anyhow, and you'll be back in the evenings. What difference will it make to me?" This novel is the story of the effect of that job upon her life, her family and her friends. The story ends with her chucking it and going off upon an enthusiastically-described visit to Rome with her most tolerant husband. It also ends with her taking a bigger and a better job. I have noticed before that in her own quiet way Miss Meyrick is both perceptive and intelligent in the simple and precise terms of everyday life, and although this novel is, I suppose, meant to convey a message, it is sufficiently unobtrusive to make it charming and delightful of its kind.

IN LANDSCAPE IN SUNLIGHT (Hutchinson. 10s. 6d.), Miss Elizabeth Fair brings a sharper and more lively observation to bear upon her characters, which are more assorted and more eccentric. She is of the school of Mrs. Angela Thirkell, and none the worse for that. Again Cassandra is the daughter of a charming vicar living in a classical past, with a dominating extrovert mother, whose finger is well planted in every local pie, and whose main purpose seems to be to get Cassandra safely married. In this she is thwarted by her daughter's tendency to find the male sex on the whole rather silly. Where Miss Elizabeth Fair breaks with the Thirkell school is in her total absence of sentimentality and her detached and witty observation of her characters.

CHAMPIONS OF CHESS

The Grandeurs and Miseries of the Great Game

Since 1886, when the world chess championship was determined in the match between Steinitz, the Austrian with a flair for scurrilous taunting of opponents, and Zukertort, that master of inspired combination, a series of personalities have come forward to keep chess in the world headlines, men like Capablanca, the player with the Midas touch; Alekhine, of the fiery attacking style; Lasker, the philosophic player, who retained the world title for twenty-seven years; and Euwe, who made more mistakes than any other master before or after him and achieved lasting fame by that wonderful defeat of Alekhine. In THE HUMAN SIDE OF CHESS (Faber and Faber. 18s.) Fred Reinfeld tells the story of these world champions. This, it is believed, is the first volume of its kind, and Mr. Reinfeld is to be congratulated on a really first-rate piece of recording, although there are moments when he does appear to take rather too seriously what he calls "the grandeur and misery of master chess—its romance and its illusions." There is no doubt, however, that some of the masters took themselves very seriously, and most of them have been men of many idiosyncrasies. One of the best chapters in the book deals with the great duel for the world championship between Euwe and Alekhine, which ended with Euwe the victor by 15½ points to 14½, the last dramatic game being played in a hall thronged to capacity by 2,000 spectators. The spectacle of Euwe, the phlegmatic Dutchman, playing Alekhine's Defence against the mighty Alekhine, and achieving a draw, was not the least of the dramatic moments in that battle of Titans. Mr. Reinfeld is a lifelong enthusiast for the game, and this is clearly reflected in all that he writes.

A newspaper that sees fit to organise a poll on a Royal marriage, asking its readers to pronounce for or against; to ask a bedridden reader to hatch chickens from a clutch of eggs; and whose directors have on one occasion held a meeting in Brixton Gaol, simply because of the editor's imprisonment for deliberate pandering to sensationalism, must have a very special sense of cultural mission. In PUBLISH AND BE DAMNED (Andrew Dakers, Ltd. 12s. 6d.) Hugh Cudlipp, who joined the *Daily Mirror* in 1935 and knows all the extraordinary personalities of that journal's most fervid years, tells the story of this mission. He starts with the disastrous first days when Lord Northcliffe launched the *Daily Mirror*, a newspaper produced by ladies of breeding for would-be ladies of breeding with the desire to ape new fashions, to hunt, to travel, and to spend money upon luxuries. As Mr. Cudlipp says in his forthright, inelegant style, Northcliffe dropped a brick. Later that financial genius, Lord Rothermere, placed the newspaper on its feet, making way for the brilliant, truculent, mercurial Harry Bartholomew, the incandescent flame which burnt so fiercely in Fleet Street and paved the way for the soaring circulation of to-day. This is a book about sensationalism and written in staccato, sensational fashion, without dignity. It is full of anecdotes, but not surprisingly the unchanging pattern is dreary. Mr. Cudlipp's chapter headings—"The Fabulous Godfrey Winn," "What Makes Cassandra Clang," "V D Day," and "Shocking 'Em and Socking 'Em," clearly mark his style. Mr. Cudlipp, too, is a great man for the well-chosen cliché, as witness his parting shot about the newspaper with the biggest daily sale on earth: "An immense power for good lies within its grasp." But what a grasp!

Three men decided in February 1953 to drive an A 40 Austin, an ordinary standard model, from the Equator in tropical East Africa to Jokkmokk, in the Arctic Circle, and they duly completed their journey, covering over 8,000 miles in eleven days, driving day and night. CRAZY JOURNEY (G. T. Foulis. 12s. 6d.) is Alan Hess's account of this adventure made in company with Ken Wharton, the racing driver, and Ron Jeavons, the skilled mechanic who previously accompanied the author on his trip round the world. Fittingly enough, Sir Miles Thomas, chairman of B.O.A.C. and an undoubted expert on high-speed travel, provides the introduction to this rather breath-taking book.

Only slightly more leisurely than Alan Hess and his companions is Margaret Mackay, whose travel book, I LIVE IN A SUITCASE (Faber and Faber. 12s. 6d.), is an account of journeyings from China and Japan to America and South Africa and to and fro in Europe, mostly since the war. Miss Mackay writes lightheartedly and well and has obviously found a great deal of pleasure in all her journeyings, and she has the knack of making the reader very much a part of all she has met.

Alexander Lake, author of KILLERS IN AFRICA (W. H. Allen. 18s.), has chosen a neat sub-title for his book. He calls it "The truth about animals lying in wait and hunters lying in print." Even so, he relates many spine-chilling stories about his hunting days in Africa, and he takes the pleasantly reassuring view that no hunter in Africa need get killed.

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ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2.*

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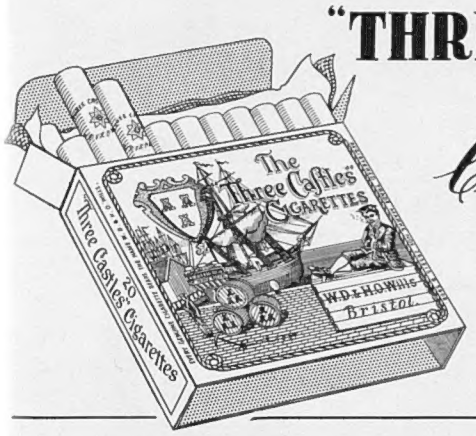

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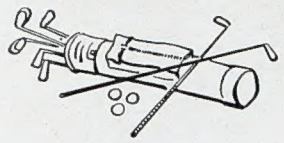

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